CORONAVIRUS ADVISORY INFORMATION:

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CITY COUNCIL

Vincent Salimi, Mayor
Devin Murphy, Mayor Pro Tem
Anthony Tave, Council Member
Maureen Toms, Council Member
Norma Martínez-Rubin, Council Member

PINOLE CITY COUNCIL MEETING AGENDA

TUESDAY
October 18, 2022
5:00 P.M
Please note: HYBRID MEETING FORMAT
Attend in Person: PINOLE CITY COUNCIL CHAMBERS - 2131 PEAR STREET
OR
Attend VIA ZOOM TELECONFERENCE – Details provided below

Please note: Updated COVID-19 safety protocols will be posted outside the City Council Chambers. Please review this information before entering the Council Chambers.

How to Submit Public Comments:

In Person: Attend meeting at the Pinole City Council Chambers, fill out a yellow public comment card and submit it to the City Clerk.

Via Zoom:

Members of the public may submit a live remote public comment via Zoom video conferencing. Download the Zoom mobile app from the Apple Appstore or Google Play. If you are using a desktop computer, you can test your connection to Zoom by clicking here. Zoom also allows you to join the meeting by phone.

From a PC, Mac, iPad, iPhone or Android:

https://us02web.zoom.us/j/89335000272

Webinar ID: 893 3500 0272

By phone: +1 (669) 900-6833 or +1 (253) 215-8782 or +1 (346) 248-7799

- Speakers will be asked to provide their name and city of residence, although providing this is not required for participation.
- Each speaker will be afforded up to 3 minutes to speak (subject to modification by the Mayor)
- Speakers will be muted until their opportunity to provide public comment.

When the Mayor opens the comment period for the item you wish to speak on, please use the "raise hand" feature (or press *9 if connecting via telephone) which will alert staff that you have a comment to provide and press *6 to unmute. To comment with your video enabled, please let the City Clerk know you would like to turn your camera on once you are called to speak.

Written Comments: All comments received **before 3:00 pm the day of the meeting** will be posted on the City's website on the agenda page (Agenda Page Link) and provided to the City Council prior to the meeting. Written comments will not be read aloud during the meeting. **Email comments to comment@ci.pinole.ca.us** Please indicate which item on the agenda you are commenting on in the subject line of your email.

Please note: Updated COVID-19 safety protocols will be posted outside the City Council Chambers. Please review this information before entering the Council Chambers.

OTHER 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 Bell at (510) 724-8928 or hbell@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 hbell@ci.pinole.ca.us .

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.*

Return to Agenda

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

2. LAND ACKNOWLEDGMENT

Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present, and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

3. 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.

4. 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.*

1. CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION
   Gov. Code § 54956.9 (d)(1)
   Monsanto

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

6. 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. Individuals may not share or offer time to another speaker. 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. PLEASE SEE THE COVERSHEET OF THE AGENDA FOR INSTRUCTIONS ON HOW TO SUBMIT PUBLIC COMMENTS

7. REPORTS & COMMUNICATIONS

A. Mayor Report
   1. Announcements

B. Mayoral & Council Appointments

C. City Council Committee Reports & Communications

D. Council Requests for Future Agenda Items

E. City Manager Report / Department Staff

F. City Attorney Report

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8. RECOGNITIONS / PRESENTATIONS / COMMUNITY ANNOUNCEMENTS

A. Proclamations

1. Breast Cancer Awareness Month
2. Indigenous Peoples' Day
3. Human Rights in Iran
4. National Hispanic/Latinx Heritage Month
5. Honoring Captain Behnam

B. Presentations

None

9. CONSENT CALENDAR

All matters under the Consent Calendar are considered to be routine or 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 Special Meeting Minutes of September 13, 2022 and Regular Meeting Minutes of September 20, 2022

B. Receive the September 3, 2022 – September 16, 2022 List of Warrants in the Amount of $742,545.67, the September 30, 2022 Payroll in the Amount of $ 544,934.81, and the October 14, 2022 Payroll in the amount of $534,466.71

C. Resolution Continuing Authorized Remote Teleconference Meetings Pursuant to AB 361 **[Action: Adopt Resolution per Staff Recommendation (Casher)]**

D. Resolution in Support of Free and Fair Elections **[Action: Adopt Resolution per Staff Recommendation (Bell/Murray)]**

E. Approve Updates to the City of Pinole Procurement Policy In Order to Make the City More Competitive for State and Federal Grants by Incorporating Environmentally Preferable Purchases and Practices (EPPP) and Caltrans Local Assistance Program Requirements **[Action: Adopt Resolution per Staff Recommendation (Mishra)]**

F. Adoption of the City of Pinole Economic Development Strategy **[Action: Adopt Resolution per Staff Recommendation (Whalen)]**

G. Fixing The Employer's Contribution at an Equal Amount for Employees and Annuitants Under the Public Employees' Medical And Hospital Care Act with Respect to Elected Officials, Management, Confidential, AFSCME LOCALS 1 and 512, PPEA, and IAFF **[Action: Adopt Resolutions per Staff Recommendation (Shell)]**

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H. Adopt A Resolution Approving Side Letter Agreement to The Memorandum Of Understanding (MOU) Between the City and AFSCME Local 512 to Amend Article II – Recognition and Attachment a – Salary Schedule **[Action: Adopt Resolution per Staff Recommendation (Shell)]**

10. 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. Ordinance Adding Chapter 17.28, Historic Preservation Overlay, to the Municipal Code **[Action: Introduce and waive the first reading of an ordinance adding Chapter 17.28, Historic Preservation Overlay, to the Municipal Code per Staff Recommendation (Casher)]**

B. Comprehensive Design Review, Tree Removal Permit, Density Bonus Request and Notice of Exemption Determination Pursuant To CEQA For Pinole Vista Apartment Complex (223 Units) At 1500 Fitzgerald Avenue (APN:426-391-010) **[Action: Conduct Public Hearing and Adopt Resolution per Staff Recommendation (Hanham)]**

11. OLD BUSINESS

None

12. NEW BUSINESS

A. Traffic Safety Improvements on The Tennent Avenue Corridor **[Action: Discuss and Provide Direction (Mishra)]**

B. Adopt Resolution Approving Communication and Engagement Plan **[Action: Adopt Resolution per Staff Recommendation (Murray)]**

C. Establishment of a Project Labor Agreement (PLA) Ad Hoc Subcommittee **[Action: Adopt Resolution per Staff Recommendation (Murray)]**

13. CITIZENS TO BE HEARD (Continued from Item 6) (Public Comments)

Open only to members of the public who did not speak under the first Citizens to Be Heard, Agenda Item 6

Citizens may speak under any item not listed on the Agenda*. The time limit is 3 minutes for City Council items and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. 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 meeting.*

14. ADJOURNMENT to the Regular City Council Meeting of November 1, 2022 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, on the City's website, not less than 72 hours prior to the meeting date set forth on this agenda.

Return to Agenda

POSTED: October 13, 2022 at 4:00 P.M.

_____

Heather Bell, CMC
City Clerk

CITY COUNCIL MEETING
MINUTES
September 13, 2022

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

The City Council Meeting was held in a hybrid format (in-person and via Zoom videoconference and broadcast) from the Pinole Council Chambers, 2131 Pear Street, Pinole, California. Mayor Salimi called the Special Meeting of the City Council to order at 6:14 p.m. and led the Pledge of Allegiance.

2. LAND ACKNOWLEDGEMENT

Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

3. 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. Code § 87105.

A. COUNCILMEMBERS PRESENT

Vincent Salimi, Mayor
Devin Murphy, Mayor Pro Tem
Norma Martinez-Rubin, Council Member
Anthony Tave, Council Member
Maureen Toms, Council Member

B. STAFF PRESENT

Andrew Murray, City Manager
Heather Bell, City Clerk
Eric Casher, City Attorney
Chris Wynkoop, Fire Chief

City Clerk Heather Bell announced the agenda had been posted and distributed on Friday, September 9, 2022 at 1:45 p.m. with all legally required written notices. No written comments had been received in advance of the meeting.

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

4. CITIZENS TO BE HEARD (Public Comments)

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Cameron Sasai, Pinole, a candidate for the Pinole City Council and a proud life-long resident, expressed his support for the reopening of Fire Station 74, which was the most important issue for those residing in the Pinole Valley. Having read the potential contract for fire protection services with the Contra Costa County Fire Protection District (CCCFPD), he suggested it was a sound contract.

Mayor Salimi advised that Citizens to be Heard was for public comment for items not on the meeting agenda. Comments on the fire contract with the CCCFPD would be discussed as part of Item 5A and he asked Mr. Sasai to hold his comments until that time.

Cordell Hindler, Richmond, appreciated the work of the City Clerk with agendas and packets distributed in a timely manner. He suggested the City should consider an equity, diversion and inclusion consultant as part of the budget and asked that it be considered as a future agenda item. He also requested that a representative from the West Contra Costa Unified School District (WCCUSD) be invited to provide an update on the possibility of providing School Resource Officers (SROs). He added when the City Council had discussed economic development opportunities during a prior meeting he was not confident the City could attract new businesses to Pinole given the speed of traffic near Fernandez Park with no traffic study having been conducted.

5. WORKSHOP ITEM

A. Potential Contract for Fire Protection Services with Contra Costa County Fire Protection District (CCCFPD), Including the Reopening of Pinole Fire Station 74 **[Action: Receive Report and Provide Direction (Wynkoop)]**

Fire Chief Chris Wynkoop introduced Contra Costa County Supervisor John Gioia present via Zoom, CCCFPD Fire Chief Lewis Broschard present in-person and Adam Stone, Stone Municipal Group, who had prepared the fiscal analysis and was present via Zoom. He thanked everyone who helped to reach this point including the Contra Costa County negotiating team, City Department Heads and those who worked to make Measure X fire services a reality, which included the Contra Costa County Board of Supervisors, (BOS), International Association of Firefighters (IAFF) Local 1230, Contra Costa County Executive Fire Chiefs, Measure X Advisory Board and the voting public.

Fire Chief Wynkoop recommended the City Council receive the information on a draft potential contract for fire protection services with the CCCFPD (Con Fire) including the reopening of Pinole Fire Station 74, receive public input and provide direction to the City staff on changes to the contract provisions, if any.

Fire Chief Wynkoop provided an extensive PowerPoint presentation which included an overview of the history and background of how the City had reached this point, the effort to reopen Fire Station 74 and the passage of Measure X in 2020 to provide expanded fire protection, health and other services in Contra Costa County, which had led to a request from the Contra Costa County Executive Fire Chiefs for the Measure X Advisory Board to provide funding to reopen five closed fire stations countywide including Pinole's Fire Station 74. Funding had been approved by the BOS in November 2021 for $2 million per year toward reopening Fire Station 74 through an integrative agreement with Con Fire.

Fire Chief Wynkoop highlighted the background and responsibilities of Con Fire and the benefits Con Fire would provide the City of Pinole including the reopening of Fire Station 74, with faster response times as illustrated in the Predictive Modeling Report (medical calls and structure fires), more operational resources available in Pinole, two rather than one company in Pinole, Con Fire's specialized resources would be more immediately available and Pinole would have higher deployment priority of resources. There would also be better trained firefighters, one training division under a consistent well-staffed and properly supported system and the Con Fire Academy was a State Accredited Local Academy (ALA) with modern training facilities, operational policies and procedures.

In addition, Con Fire would provide increased efficiencies such as Information Technology (IT), procurement of apparatus at considerable lower cost than the City of Pinole would be able to procure, administration and oversight, fire cause investigation, standardization, Con Fire's Fire Prevention Bureau, increased medical aid for underserved citizens and in addition to improving service to the City of Pinole reopening Fire Station 74 would also benefit residents of the unincorporated areas of Tara Hills, Montalvin Manor and Bay View.

Con Fire also had a modern report management system that would enable the City and Con Fire to determine how many calls for service for Fire Stations 73 and 74 responded to calls outside of Pinole and how many calls for service within Pinole were responded to by non-Pinole stations.

Fire Chief Wynkoop highlighted the main provisions of the Draft Potential Contract with Con Fire including:

- An initial five-year term which could be extended for one five-year period by mutual written agreement of the parties executed by the Fire Chief for Con Fire and the City Manager for the City of Pinole. The agreement would be able to be unilaterally terminated by either party at any time by giving 12-months written notice of termination to the other party.

- Con Fire would be the provider for all fire, rescue and emergency medical response, fire prevention and fire administration to the City of Pinole with Con Fire to continue to staff Fire Station 73 and reopen and staff Fire Station 74.

- All employees of the Pinole Fire Department at the Battalion Chief, Fire Captain, Fire Engineer and Firefighter ranks would become employees of Con Fire and the Pinole Fire Chief position would be eliminated.

- The City would retain ownership of Fire Stations 73 and 74 with Con Fire leasing them for a nominal amount. The City would be responsible for utilities, general maintenance and repair costs of the facilities and would be responsible for replacing the facilities when they reached the end of their useful lives. Con Fire would be responsible for routine maintenance and cleaning. The Con Fire Facilities Manager would work with City staff regarding necessary repairs, ongoing maintenance and other facility-related issues. Significant upgrades were not anticipated for either facility.

- Con Fire would provide one regular fire engine (Type 1) and one Wildland Engine (Type 3 or Type 6) at each fire station and would also provide an appropriate vehicle for the Battalion Chief and reserve engines as necessary. The City of Pinole would transfer ownership of its current vehicles to Con Fire and Con Fire would be responsible for all maintenance, repair, and scheduled replacement of the apparatus in a manner consistent with Con Fire standards.

- Con Fire personnel would review plans for Fire Code Compliance and conduct necessary inspection of development in accordance with the City's adopted code and current practices and a Con Fire representative would attend meetings regarding proposed development and provide comments on proposals when requested. The City and Con Fire were still discussing the specific process for application submittal and routing to make the process as streamlined as possible for applicants.

- The proposed contract acknowledged that termination of the agreement would require extensive operational adjustments for both parties in the event the agreement was terminated and the parties would agree to meet and develop a transition plan to prevent any disruption of service to Pinole. The City and Con Fire were still discussing the specific process and requirement for developing the transition plan.

- The Con Fire Fire Chief would annually submit a proposed cost proposal to the Pinole City Manager for review. If the cost proposal was more than five-percent greater than the previous year, excluding labor cost, the City Manager and Fire Chief would meet to discuss options for achieving cost savings. Once the Fire Chief and City Manager had agreed on a cost proposal, the City Manager would include that cost as part of the proposed annual City budget. Con Fire would bill the City 1/12th of the annual cost proposal monthly. In the event the actual cost of Con Fire providing service exceeded the cost proposal, the City Manager and Fire Chief would consider possible modification to the cost proposal. Any increase in cost would require City Council approval; however, if a necessary budget modification was not approved, it was possible services may be reduced to ensure costs did not exceed the budget. The City would be billed based on the cost proposal not on actual expenses.

Contra Costa County Supervisor John Gioia expressed his appreciation to the City Manager, City Manager's Office, Fire Chief and City staff for their partnership with the County and Con Fire. He suggested this was an opportunity for Pinole to be part of a larger fire district which had become a trend in the state in order to realize savings and provide better services. He explained that when the allocations for Measure X had been made the intent was that the allocations would be long-term investments.

Supervisor Gioia reported the BOS acting as the Fire Board had held a meeting this date on September 13, and had unanimously directed the County Administrator and Fire Chief to come back at the next BOS meeting to clarify and make a commitment that the $2 million investment intended for the City of Pinole and Measure X investments in East and Central County Fire Stations would be long-term and at least five years. He emphasized the County had the same interest as the City of Pinole to control costs. The County had the highest Triple AAA bond credit rating possible in local government which spoke to the County's fiscal prudence and discipline. The County was committed to keeping costs under control and reasonable for all.

Supervisor Gioia emphasized the contract before the City Council would result in faster response times in fire and emergency medical calls, better training opportunities, access to more resources and fire prevention services. He related his own personal experience losing a family member who suffered since they had not received timely medical aid and noted if one was revived in a timely manner after cardiac arrest that person would typically live. He emphasized with the $2 million investment in the City of Pinole and due to the economies of scale provided by Con Fire, the City of Pinole could afford this contract, which was sustainable. Again, the contract would provide better service and health and fire outcomes for residents of Pinole in a way that was financially prudent for the City. In addition, reopening Fire Station 74 would benefit not only Pinole but the wider West County area due to the threat of potential wildfire. He looked forward to finalizing the provisions of the contract.

Fire Chief Wynkoop further explained that state law required an independent fiscal analysis be submitted to the County's Local Agency Formation Commission (LAFCO) as part of the application process when one public agency was proposing to provide fire protection services in another public agency's jurisdiction. The City had engaged Stone Municipal Group to prepare the independent fiscal analysis which forecast the likely cost of maintaining the status quo service model (Fire Station 73) and the likely cost of the alternative (Con Fire operates Fire Stations 73 and 74) and the difference in cost between the two options. Cost Comparisons Year-by-Year from Year 1 (2023/24) to Year 7 (2029/30) and Year 1 and Year 7 averages were highlighted.

The fiscal analysis reflected the City had the fiscal ability to enter into and sustain an agreement with Con Fire to provide fire and emergency response services if Con Fire or the County committed to providing $2 million annually of Measure X or other funding to subsidize Con Fire's service.

Fire Chief Wynkoop explained as part of the next steps and in order to establish a contract to provide fire protection services in Pinole, Con Fire and the City would need to gain the support of the Pinole City Council and the Con Fire Board to submit a contract for services application to LAFCO, submit the LAFCO application and accompanying independent fiscal analysis, plan for services and agreements from labor groups representing affected employees, gain LAFCO approval to implement the service model and execute the contract for services. Assuming the BOS expressed its intent to appropriate $2 million or more annually from Measure X or other County funds to Con Fire to subsidize the cost of Con Fire providing services in Pinole throughout the contract term, and based on the direction provided to City staff by the City Council, staff expected to work with Con Fire to achieve a final contract that was consistent with the Council direction and the City's needs.

Fire Chief Wynkoop stated a Special City Council meeting had tentatively been scheduled for September 27, 2022 for the City Council to consider authorizing Con Fire to submit an application to LAFCO and authorizing City staff to execute the contract for services. If the City and Con Fire staff were unable to reach an agreement on a contract that met both parties' needs in time for that meeting date the City may decide to defer the meeting.

CCCFPD Fire Chief Lewis Broschard introduced himself to the City Council and expressed his hope that the City Council would seriously consider advancing the contract forward for the benefit of Con Fire and the City of Pinole.

Adam Stone, Stone Municipal Group, introduced himself to the City Council and stated he had no additional comments but welcomed any questions on the methodology used for the fiscal analysis prepared for the City of Pinole.

PUBLIC COMMENTS OPENED

Debbie Long, Pinole, stated she was not opposed to reopening Fire Station 74 but supported sustainability and had been a member of the City Council when the fire station had been closed due to a lack of funding source and as a result of the recession. At that time, the City had no other ability to find a funding source during the recession, and in order to keep the City out of bankruptcy Fire Station 74 had been closed.

Ms. Long referenced the fiscal analysis and commented that the East Bay Regional Communications System Authority (EBRCSA) had not been covered in the inclusive number and was an additional number to be submitted to the County, with the City of Pinole to pay for that system, although Fire Chief Wynkoop informed her that had been included in the cost of the contract.

Ms. Long asked whether dispatch costs had been included in the contract, to which Fire Chief Wynkoop stated some sensitivity analyses had been done on the City side to show differences when adding percentages, and while not large differences assumptions had not been made for the County side.

City Manager Andrew Murray clarified the dispatch costs had been treated as operations and maintenance (O&M) costs not personnel costs and had been assumed to grow at the same rate with a 4 percent per year assumption considered to be the most likely scenario. As long as there was a long-term commitment from the County and Con Fire to include the $2 million subsidy per year it would be sustainable for the five-year term of the contract.

Fire Chief Wynkoop clarified that dispatch would be inclusive in the contract.

Ms. Long asked about workers' compensation claims and her understanding the City would be liable now and in the future. She offered examples of various types of workers' compensation claims, asked if those various types had been analyzed, and sought a clarification of the City's responsibilities in those cases.

City Manager Murray explained that any workers' compensation or employee injury that occurred when employed by the City would be the City's responsibility.

Under the proposed contract, firefighters would transition to employees of Con Fire and if the injury occurred while employed with Con Fire, Con Fire would bear the responsibility. In the case where people had been employed by multiple agencies, there was a reconciliation process where the cost would be shared by the responsible agencies.

As to whether an analysis had been done on any current workers' compensation claims, City Manager Murray stated the City would not have to pay for any injury not claimed now different from a vacation accrual. He further clarified that once an employee had become a Con Fire employee and Con Fire was responsible for staffing the station, Con Fire may have to staff using overtime which was not an unexpected cost.

Ms. Long suggested her questions were not being understood and answered and she would speak with CCCFPD Fire Chief Broschard off-line. She referenced the administration credits from the Fire Department within the organization, which was part of various City Departments, attributed to the budget for the Fire Department and asked whether or not those costs had been analyzed or factored into the numbers.

City Manager Murray clarified the allocation of overhead administrative staff had been done on a fund basis. The Fire Department was paid by the General Fund with no savings or additional costs. He also clarified, when asked, that the City's budget included funding for services such as general services for various City Departments. Also, there would be no IT costs related to the Fire Department once transition to Con Fire had occurred.

Ms. Long referenced debt service the City had taken out to pay for bond liability and understood there remained time to go with part of the debt service including the Fire Department. She asked whether that had been analyzed, and City Manager Murray explained that was paid out of the General Government Department not allocated on a department basis, and the City would continue to pay for that debt service from a fund identified for that purpose.

In terms of licensing and permitting, City Manager Murray explained currently the City had a Fire Inspector and a contract service to review building plans for fire code compliance, with the fees collected by the City and passed on to the firms providing the service. As part of the contract, Con Fire would provide those services and be the recipient of those permitting fees but the City intended to request an overhead administrative charge, which was still under negotiation.

Ms. Long commented the contract included a provision that if a development required a greater need for fire services that would be passed on directly to the City. As an example, if a ladder truck was needed to provide fire services to a high-rise in the City, the City currently borrowed such apparatus when necessary from the Rodeo-Hercules Fire Department. When the City transitioned to Con Fire, there could be a scenario where there may be more than one high-rise where a ladder truck was needed and that cost would be borne by the City, which should be analyzed when a developer paid its development fees and was considered by Con Fire.

Ms. Long also understood that when new firefighters were hired they were also required to be paramedics. She asked whether the County had the same standard.

Fire Chief Wynkoop clarified that new firefighters were not required to be paramedics although that had been the trend for the last several hires. Currently, the Pinole Fire Department had twelve paramedics.

CCCFPD Fire Chief Broschard clarified that all CCCFPD apparatus was staffed with a paramedic.

Ms. Long hoped the Con Fire standard would rise to the level that Pinole had enjoyed and Fire Chief Wynkoop reiterated that the paramedic staffing was not a standard but they worked to ensure that when a paramedic was out, there were other paramedics in the “bullpen” with the standard one paramedic per apparatus per crew, but Pinole had a higher percentage in order to backfill.

Ms. Long further commented that a prior report prepared by Emergency Services Consulting International (ESCI) had anticipated two stations would cost over $9 million. She asked where the numbers differed and why there was such a large difference. She also suggested the $2 million in Measure X funds should include an escalation factor with all City costs to escalate, and if the sales tax increased the County would receive that automatically and she wanted the City to cover any additional costs.

Fire Chief Wynkoop responded to the differences in numbers for the two stations and commented that the prior report referenced, which had been prepared by ESCI, had not been an in-depth report that included a fiscal analysis to the same degree as the report prepared by the Stone Municipal Group.

Bob Kopp, Pinole, understood Fire Station 73 was costing the City $5 million but Fire Station 74 would only involve $2 million. He asked whether the City was paying too much for Fire Station 73 and not enough for Fire Station 74. He otherwise expressed concern with the contract that would result in Con Fire having control over everything Pinole taxpayers had paid for. As an example, when the County Sheriff’s Office took over the Town of Danville and when that contract was renewed, the Town of Danville had no option but to renew the contract at great expense and he did not want to see that happen to Pinole.

Fire Chief Wynkoop clarified the current budget for FY 2022/23 and noted the difference in the costs for the two stations had included the fact that the second station would not duplicate administrative costs and would include only ramped up personnel and apparatus expenses. In addition, due to the economies of scale provided by Con Fire, the cost of operating each additional satellite station would be reduced. Equipment would be transferred to Con Fire and built into the contract, there would be an annual vehicle replacement fund, and Con Fire would move forward after the initial transfer and be responsible for maintenance and eventual replacement of all apparatus.

Fire Chief Wynkoop added when asked by the Mayor and as an example scenario that if the City were to exit the contract with Con Fire it would depend upon when the exit occurred, such as if in the first couple of years where the apparatus would be returned to the City, but if that exit occurred further down the road, it would likely involve a lease back situation of the apparatus with Con Fire. He emphasized those terms were still under negotiation and clarified there would never be a scenario where there would be a gap in service.

Rafael Menis, Pinole, referenced Attachment E, Regional Fire Service Delivery Study Addendum, March 2020, as part of the March 16, 2021 staff report, and Page 395 of the agenda packet, and commented the old projection shown in that study had been based on data at that time, which had projected the City’s anticipated benefit cost and status quo for the Fire Department would be $3 million by this year and $3.6 million by 2024.

Mr. Menis noted however that Page 781 of the fiscal analysis performed by the Stone Municipal Group had shown benefit costs at around $1.5 million for the current year's budget and about $1.6 to $1.7 million for FY 2023/24, and he understood the discrepancies were because the data used for the older study prepared by ESCI had been based on data at the time that had turned out to be inaccurate.

City Manager Murray understood the ESCI study had used a different methodology to forecast cost and as part of that the City had not received a formal cost proposal from Con Fire, as it had for the current report from the Stone Municipal Group. Again, Con Fire could provide services in a more efficient manner than the City irrespective of the $2 million subsidy.

Mr. Menis also referenced Page 395 of the agenda packet, Figure 27, and noted that was not the projection from the ESCI study if the City were to add another fire station, but projected status quo expenditures. He had raised concerns with the preparer of the ESCI study that the valuations shown for benefit costs were simply status quo and the primary cost adjustment factor across all of the factors were unrealistic, which the current study prepared by Stone Municipal Group had shown to be the case.

Mr. Menis also commented as shown on Page 6 of the staff report that Con Fire did not provide a Community Emergency Response Team (CERT) and the City would have to provide that service as a separate function, whereas Pages 749 and 750 of the agenda packet reflected that Con Fire would coordinate under community education fire safety and training programs, as shown, which had included CERT Fire Training among numerous programs. He suggested that should be clarified.

Fire Chief Wynkoop clarified the City currently did not offer CERT training and was looking into re-establishing that training under the auspices of the new Fire Captain position. Con Fire would provide "fire specific training" towards the City's CERT program should the City wish to re-establish the CERT program.

Mr. Menis hoped the City would be able to re-establish the CERT program in the future given it had been noted as a Strategic Plan element and would make the City more resilient as a whole. He also commented on the County's contribution in costs and was pleased with Supervisor Gioia's comments that the County had plans to confirm its intent to provide Measure X funds at $2 million per year. He also referenced Page 744 and suggested it would be beneficial to modify recital (c) to explicitly confirm the $2 million over the lifetime of the contract and add a possible escalation clause.

City Manager Murray advised that the intent of contribution in costs would be incorporated into the body of the contract itself not just in the recitals.

Mr. Menis also referenced Pages 800 and 801 and the charts for the response times for structure fire calls for Fire Station 74, which included a blank quadrant and asked if that was a graphical error or whether there was no noticeable benefit in response time, and Fire Chief Wynkoop clarified the areas immediately adjacent to Fire Station 73, which Station 73 would respond to, would be minimally affected by having Fire Station 74 in operation. The blank quadrant also referenced a park with no residences in that area but he would verify that information.

Mr. Menis further referenced Page 7 of the agenda packet and asked why a bare bones separation/transition plan could not be considered as part of the contract, to which City Manager Murray clarified that if there was a separation for some reason there would be a significant amount of work and lead time on the City's part to get that arranged but not a lot of cost. A transition plan was still being negotiated.

Mr. Menis referenced Page 749 and the dispatch service costs and asked what impact the transition of the current dispatch services from the City to Con Fire would have on the City's dispatch budget in terms of revenues and expenditures, and City Manager Murray clarified that Con Fire's Dispatch Center currently dispatched for the Pinole Fire Department. The dispatch center at the Police Department dispatched for San Pablo, Hercules and Pinole Police Services, with no changes under a call for service as to how fire would be handled.

Mr. Menis supported the adoption of the contract given the information provided and how the contract would be modified. Many people he had spoken with as a past and present City Council candidate had also expressed support for the contract which would benefit the Pinole Valley and residents throughout the City for all of the reasons previously mentioned. He urged the City Council to consider adopting the contract with the modifications discussed including the clarification of the County's financial commitment in writing and an escalation clause.

Cameron Sasai, Pinole, stated he had spoken with many members of the community about the contract which would benefit the residents of Pinole and offer timely emergency response. He recognized that without partnering with the County it would be virtually impossible to sustain staffing services at both fire stations at the levels needed and it was important to get the contract done by any means necessary. He asked the City Council to works towards approval of the contract with Con Fire.

Ernesto Chacin, Pinole, questioned whether Pinole firefighters would make less money if the contract was approved and commented that many Fire Department employees were skeptical of the contract with Con Fire. He asked why some people opposed the contract given the many benefits and asked whether or not everyone was in agreement that the City had a great Fire Department.

Fire Chief Wynkoop clarified there would be an increase in overall compensation. Based on his personal experience and in speaking with Pinole Fire Department staff, he had not experienced the skepticism the speaker had referenced. If Fire Department staff was apprehensive it could be due to the fact that this approach had been unsuccessfully attempted before. He understood Fire Department staff wholeheartedly embraced the contract as did the labor groups. He suggested the City had a great Fire Department which could be improved upon by joining an even more efficient Fire Department with a lot to be gained, as he had previously highlighted.

City Manager Murray clarified that state law had recently changed requiring specific criteria in order for LAFCO to authorize Con Fire to provide services in a different jurisdiction and approval from the affected employees would be required.

William Horton, Pinole, speaking on behalf of former City Council member Mary Horton, suggested a brief summary of the contract would have been helpful for the public to review. He asked the net impact to the City's budget over the next eight years of the contract.

Fire Chief Wynkoop again highlighted the fiscal analysis that had shown the net impact would be about a wash while doubling fire service capabilities.

Mr. Horton asked how long in months and years funds from Measure X would last, and Fire Chief Wynkoop stated Measure X was a 20-year tax measure with the BOS to affirm the availability of the funds throughout the term of the contract, as previously outlined.

Mr. Horton asked whether professional polling had been performed in the event a parcel tax of $500 should be necessary for the 6,000 plus parcels that would be impacted, and Fire Chief Wynkoop informed him there had been references to polling that had taken place in previous iterations of this discussion but not in collaboration with Con Fire as part of the contract and $2 million subsidy.

Mayor Salimi declared a recess at 8:05 p.m. The Special City Council Meeting reconvened at 8:10 p.m. with all Council members present.

James Harris, Pinole, a resident of the Pinole Valley, emphasized there was a lot of dead landscaping, there were concerns with wildfire, and he emphasized the need to have existing trees maintained or cut down. He appreciated the need to move forward and get the contract done.

Alison Crooks, Pinole, stated she was the spouse of a local firefighter and she thanked everyone involved in the review of the draft contract. She noted that LAFCO was aware of the City's high calls for service given that the City of Pinole had one of the higher averages within Contra Costa County for all fire stations. Since Pinole was building new housing, the Bay Front development was growing in the City of Hercules, which would impact Pinole since the Pinole Fire Department had been called for assistance, and the Rodeo-Hercules Fire Department would be burdened by future development, she suggested it would fall on the rest of the County to help or give up resources. She acknowledged the PowerPoint presentation had highlighted the efficiencies that Con Fire would provide and identified the potential service level increases and training opportunities that would benefit the area and extend beyond the City of Pinole.

Ms. Crooks asked if the contract was not approved whether the County would retain the $2 million subsidy. She supported the contract, hoped it would continue to be reviewed and any questions answered, and possibly the term of the contract could be extended in the future to afford two fire stations in Pinole for years to come.

City Manager Murray confirmed that if the contract was not approved the County would retain the $2 million subsidy.

Steven Dorsey, Pinole, representing IAFF Local 1230 and a Fire Captain with the City of Pinole, thanked Fire Chiefs Wynkoop, Broschard, the BOS, and the City and County negotiating teams for their collaborative work to find solutions to address long-standing issues of fire services in Pinole given the closure of Fire Station 74 in its entirety in 2011. He clarified that Measure X was a tax paid by Pinole residents whether or not Fire Station 74 was reopened. There was now a financial mechanism to reopen Fire Station 74 with no additional costs to taxpayers and he supported moving in this direction to have two fire stations where the City was effectively paying for one fire station.

Mr. Dorsey also spoke to the differences in cost for the two fire stations, as previously mentioned, which was due to economies of scale, with benefits in collaborating with Con Fire to provide better fire services for Pinole citizens. He added that as a labor representative there was support for this concept, and while a lot of work still needed to be done, the goal was to improve fire services in Pinole and the labor union supported the contract as an enhancement to citizen and firefighter safety. In terms of work related illnesses, he described it as an unfortunate price labor members paid but they willingly understood and signed up for the job anyway. He added that he was due to travel out of state to honor the memory of Pinole Fire Captain Robert Ramos.

Vincent Wells, President, IAFF Local 1230 representing Pinole firefighters since 2008, suggested the signing of a contract would be an historical event and had been sought by IAFF Local 1230 members for years. Signing a contract for the East Contra Costa Fire Protection District had been a huge step and it was equally important for West County to get its staffing back to adequate levels. He commented on the many benefits of reopening Fire Station 74 in the Pinole Valley given the Wildland Urban Interface (WUI) designation, with Fire Station 74 to be the first line of defense. He too expressed his appreciation to Fire Chiefs Wynkoop and Broschard, the City Council and City Manager for their hard work to get this done.

Mr. Wells added that he had attended the recent BOS Fire Board meeting and commented on the work of the Measure X Committee and the efforts to reopen Fire Station 74 in Pinole, a priority that had been emphasized to the BOS. The BOS had a lengthy discussion about Measure X funds and there was acknowledgment of the commitment of long-term funds to be confirmed at the next BOS Board meeting. He also appreciated the effort to educate the community and he hoped the City Council would support the contract and allow Fire Station 74 to reopen.

Frankie Martinez, Pinole, thanked everyone involved in the process. He emphasized the need to remember the area was in a High Fire Hazard Severity Zone and some insurance carriers had closed offices and left the State of California with many homeowners having seen their insurance premiums drastically increased. He asked whether any analyses had been done on the cost of a potential wildfire or what the community was bearing in terms of increases in insurance costs. He asked the City Council to support the contract and get Fire Station 74 reopened as soon as possible.

Irma Ruport, Pinole, urged the City Council to move forward with the contract. She did not want to see the City of Pinole become another Paradise, California. Reopening Fire Station 74 would provide safety for all in Pinole.

Maria Alegria, Pinole, thanked Mayor Salimi, the City Council and City staff who had worked so hard to pass Measure X, a countywide measure supported by residents of Contra Costa County, which had passed by 70 percent of voters. As part of Measure X, fire and medical services were a top priority. She also appreciated the work of the Fire Chief and in particular the work of Council member Tave who had taken Measure K to a countywide organization to gain support not just in Pinole but throughout the county. Given the City did not have a local hospital for emergency services, it had to rely on paramedics and fire engines to provide emergency services, with over 70 percent of the calls for service related to medical emergencies, illustrating the fact that reopening Fire Station 74 in the Pinole Valley was much needed. She suggested this was a small investment to protect lives and homes and she urged the City Council to move forward with the contract. She trusted the City Council would do the right thing and protect the health and safety of those it served.

Bill Brown, Pinole, supported the contract but expressed concern when the subsidy from the County ended. He wanted assurance that Fire Station 74 would remain open which he hoped would be worked into the contract. He commented that a recent fire on Colusa Street had resulted in a large response from outside agencies beyond the City of Pinole, was a great training moment and a response he appreciated.

Peter Murray, Pinole, stated this issue had always been about money with Measure X representing a windfall for the community. He supported an escalation clause and understood it would be incumbent on the economy not to fluctuate. If there were increases and costs passed on to the City, he questioned whether the City was positioned for those cost increases beyond Measure X and whether the City would be able to continue to provide core services to residents.

Fire Chief Wynkoop reiterated as Supervisor Gioia had stated that the escalation of Measure X would be considered by the BOS at a future meeting.

CCCFPD Fire Chief Broschard also reiterated the direction from the BOS to the County Administrator to provide information on escalators for all fire-based Measure X funds as well as language to reflect the ongoing commitment.

Mayor Salimi added the fiscal analysis that had been prepared was very conservative and had not included any escalators, which was why in future years the numbers would increase.

At this time and on behalf of the City Council, Mayor Salimi expressed his appreciation to Mr. Dorsey and his work in honoring the life of former Pinole Fire Captain Ramos.

In response to Mr. Murray since the City would be serving unincorporated areas of the Pinole Valley as to whether the City would be credited for providing that service, City Manager Murray explained that the contract did not include a specific provision that addressed that issue. The ESCI analysis had some data challenges with incomplete information on the number of calls the City ran outside of Pinole and peer battalion agencies did not have complete information. One of the advantages of the contract with Con Fire was that Con Fire had greater capacity in that area and other areas and as part of the contract would provide the City with quarterly reports on calls for service. This would allow the City to determine whether or not it was a net contributor or recipient of aid from outside organizations. Staff's perspective was if moving forward with the contract, Con Fire would contribute about $8 million to the agreement, and if the City was a net contributor of anything less than a quarter of the capacity, the County was already paying that amount. In a year's time, the City should have better clarity on that topic.

Mr. Murray commented on the number of high-end homes in the Pinole Valley that would likely require services from Fire Station 74, which was the thought process for his question and why he wanted to know whether or not there would be any credit for Pinole, which should be considered as part of the negotiations for the contract. In terms of the termination language, he suggested that section of the contract should be clarified, the termination agreement should not be open-ended, and equipment retention and manpower should be clarified. He also questioned whether Pinole could maintain employees from the County workforce due to bargaining agreements.

Fire Chief Wynkoop again stated Pinole employees would become Con Fire employees. If, as an example, the City of Pinole had to start a Fire Department again, 12 months was sufficient lead time to recruit the number of employees needed.

The City would then return to staffing one fire station not two fire stations. In the event the contract was terminated, Fire Chief Wynkoop emphasized Con Fire would not leave the City of Pinole abandoned with no service and would remain until the City re-established its Fire Department. He also reiterated the retention of fire apparatus would depend at what point in time the termination occurred but if ten years down the road, as an example, that equipment would be out of its service life and there would likely be a discussion about leasing back the equipment.

Mr. Murray wanted assurance the County's commitment would be ongoing. He also questioned why Measure X funds would be excluded from the City of Pinole if the City terminated the contract since Pinole residents were paying into Measure X regardless and at some level deserved those funds for the community.

Fire Chief Wynkoop commented there were other cities in the County that were also paying into Measure X but were not having fire stations reopened. He was uncertain if the contract were terminated how Pinole would be uniquely burdened by residents paying that tax and the fire station was not opened.

Mr. Murray suggested the City of Pinole was unique in that it had a fire station that had been closed, which provided a number of benefits to West County in general and on a minor scale in Central Contra Costa County. Once Fire Station 74 reopened it would make the area work fundamentally well and no other city or Con Fire had two fire stations to allow that to occur.

Fire Chief Wynkoop explained that the likelihood of the City retaining those Measure X funds if the contract were terminated was slim in that none of the Measure X funds had trickled down to municipalities.

City Manager Murray added if the offer to reopen Fire Station 74 with the $2 million in Measure X funds did not work out, it was a reasonable position for the City to ask the question whether Pinole would be getting something else out of Measure X.

Tony Gutierrez, Pinole, fully supported the contract. He was thankful for all of the work done, the professionalism and leadership shown and the willingness to look outside of Pinole for solutions.

PUBLIC COMMENTS CLOSED

Council member Martinez-Rubin acknowledged there was no question that reopening Fire Station 74 would benefit the City and West County. She appreciated all of the work by everyone involved and the residents support for Measure X. She asked whether LAFCO had to approve the contract prior to the City Council's approval.

Fire Chief Wynkoop again detailed the next steps, with City Council approval required of the contract prior to submittal to the BOS to submit an application to LAFCO. From that point the contract could be executed.

CCCFPD Fire Chief Broschard understood if LAFCO did not approve the contract any approval would become null and void. He envisioned the City Council and Board of Directors of the Fire District would approve the contract and then go to LAFCO as part of the application packet, with the actual execution of the contract subject to LAFCO approval.

Council member Martinez-Rubin thanked Supervisor Gioia for verbally expressing his support and would await the outcome of that piece related to the commitment of $2 million per year for the term of the contract and consideration of an escalation clause. She pointed out that Page 16 of the contract mentioned an increase in labor related costs with the County budget to be modified without approval by the City, with the employees to be County employees and with Con Fire to provide all efficiencies. Who paid for the labor costs and escalation would involve more discussions prior to a final contract. In terms of dispatch services, Page 6 of the contract mentioned the City's proportionate share would be an expense to the City and she clarified with staff that expense had been included in the draft contract.

City Manager Murray identified a typographical error on Page 6 of the contract which had stated the dispatch costs would be paid in addition to the cost proposal, which was in error and a remnant of a former version. Again, the City had already paid Con Fire for dispatch services and would continue to do that under the contract for service, to be included as a cost in the cost proposal.

Council member Martinez-Rubin asked why the cost proposal at this time was deemed to be acceptable versus payment on actual cost for services and City Manager Murray explained that either of the approaches would work and City staff and Con Fire would be happy to use any arrangement. He noted that many contracts in Alameda County were on an actual cost basis but that involved more administration work back and forth.

CCCFPD Fire Chief Broschard explained that the administrative rate had been contemplated on the "bill the budget" scenario with additional administrative costs and time associated with payment on actual costs.

Council member Martinez-Rubin commented that Page 10 of the contract was missing some language and should be clarified, and Page 13, Use of Facilities should be clarified in terms of who paid for maintenance and the like, and City Manager Murray clarified Page 10 of the contract required further refinement, and Page 13, Use of Facilities was clarified. He noted that Con Fire may use the two fire station facilities under a lease agreement and was responsible for certain custodial items while the City was responsible for other maintenance items.

Council member Martinez-Rubin asked whether the City Council would see the end of useful life of the facilities in the next 10 years, and City Manager Murray suggested the end of useful life of the facility would likely be around 2050, not within the term of the contract or initial term of Measure X. If the City had to pay for a new Public Safety Building, as an example, new financing would have to be considered.

Council member Martinez-Rubin referenced Page 16 of the contract and cost of new development, and acknowledged concerns from the public the City was not in the position to address the costs of infrastructure and potential fire risks. While new development would have sprinklers, she asked why the language in the contract was such that Con Fire would not be liable for bearing the costs associated with new development in terms of providing fire safety.

City Manager Murray explained that Pinole would continue to pay under a contract for service, for fire service in Pinole and bear the costs for fire services in the City, and under that basic framework the County would not pay for new apparatus to service the City of Pinole. To the extent that was a regional resource that helped other communities, there may be some cost sharing, which was one of the finer points of the agreement still to be discussed with Con Fire.

Council member Martinez-Rubin referenced Page 19 of the contract and the language on workers' compensation claims for employees, which language appeared to be contradictory in terms of claim versus injury as to whether an employee of the City or Con Fire, which also needed to be better clarified.

City Attorney Eric Casher stated the language could be reviewed to ensure consistency.

Council member Martinez-Rubin referenced Page 19 of the contract and the mention of an effective date and end date, which she suggested was encouraging that someone else was considering a five-year term. She stated it was important to have a commitment in writing for that five-year term and beyond. As to Page 21 of the contract, she looked forward to the exhibits to be included in the final contract.

City Manager Murray reiterated the intent for the City Council to identify any changes to be incorporated into the contract for staff to discuss with Con Fire. As to whether staff would be able to have those discussions and return with a final contract for consideration at a Special City Council meeting tentatively scheduled for September 27, he hoped to have an idea in the next few days and Fire Chief Wynkoop agreed.

Council member Tave thanked everyone for their input. He recognized the City was still in negotiation and there were deal points that may change the contract. He suggested the City Council allow the professionals to go back to the table and come to terms with a final contract. He was pleased with some of the terms he found to be fair, suggested the contract would be great for the region and a great use of Measure X funds. He was confident an agreement could be reached and he again thanked everyone involved in the process.

Mayor Pro Tem Murphy also thanked City staff for the information and the public for its input. He asked who governed Con Fire and how often they met and was informed by CCCFPD Fire Chief Broschard the BOS served as the Board of Directors of the CCCFPD Fire District and met the second or third Tuesday of each month.

Mayor Pro Tem Murphy commented that residents were concerned with the lack of information on CCCFPD matters and many residents had been excluded from participating given that CCCFPD Board meetings were scheduled for the afternoon and not in the evening.

CCCFPD Fire Chief Broschard clarified the CCCFPD had no plans to change its meeting schedule or governing structure. There was public access to the CCCFPD in a variety of ways and an Advisory Fire Commission met on the first Monday every other month. There was also social media interaction opportunities and dedicated email accounts for the public to access.

Mayor Pro Tem Murphy commented that communications and public engagement was challenging for Pinole and as the City Council dealt with this transition he wanted that to be amplified. As the City signed a contract, he would like to find opportunities to better educate the public, and as part of a transition plan a communications and engagement plan should be considered. He also requested the PowerPoint presentation be added to the home page of the City's website for the Fire Department to also educate the public. He was proud the City was taking this step, with many people hurting in the City given the lack of a fire station. He stated the reopened fire station would fulfill a community need and connect the community.

Council member Toms also thanked CCCFPD Fire Chief Broschard, City staff and all those behind the scenes who had been working on the contract. She commented on the background and passage of Measure X and the efforts to ensure that Pinole received funds for fire services in West County. She thanked the Fire Chiefs Association, Measure X Advisory Committee and members of the public for their efforts on how that funding should be spent.

Council member Toms also recognized the BOS wanted measureable outcomes for how Measure X funds were spent. She had provided census information to Fire Chief Wynkoop on the unincorporated areas of the City, commenting that Pinole had been responsible for fire service for a third of the unincorporated area without getting compensation until recently and she highlighted the history of that situation and stated when looking at projections and cost estimates that needed to be taken into account.

Council member Toms commented the contract had identified the possibility of reduced services if the City needed to pull back on costs. She asked for an example of reduced services.

Fire Chief Wynkoop did not anticipate any cost would drastically go over the estimates but in case the parties were to encounter a disparity in the cost estimates where they could not be reconciled, the only alternative would be to reduce services such as rather than staff two engines, have one engine at one fire house and a squad at the other.

Council member Toms asked whether the five-year projections could be rolling five-year projections so that Year Four was still looking five years out, as an example.

City Manager Murray advised that Con Fire had provided one static multi-year forecast and may be agreeable to a rolling five-year forecast, which he would request.

Council member Toms referenced plan review and her understanding that plans at one point had been submitted on paper, and asked if that was still the case or if digital plans were available.

CCCFPD Fire Chief Broschard explained that discussions had been held with the City's Community Development Director on how best to put the two systems together, with the City's system more advanced than Con Fire's and with Con Fire heavily paper-based. He hoped by next July Con Fire would have a standardized electronic plan review submittal and software system to allow the ability for electric documents to go back and forth.

Council member Toms understood the City would still be responsible for fuel abatement for City-owned property and Fire Chief Wynkoop clarified that the City would be responsible for fire fuel abatement on City-owned property and $120,000 had been budgeted for that purpose

CCCFPD Fire Chief Broschard clarified that abatement on private property would not be done by Con Fire which did not have the ability to abate and place liens on properties within the City of Pinole given the lack of contractual authority to lien property after it was abated. Con Fire had discussed at the staff level keeping the City's abatement processes internal to the City moving forward.

Fire Chief Wynkoop clarified again that the $120,000 was for fire fuel abatement on City property and abatement on private properties would involve code enforcement.

Council member Toms asked whether citizens living within a contracted area would be eligible for a seat on a Fire Commission and was informed by CCCFPD Fire Chief Broschard that would be permitted under the current by-laws for the current Fire Commission.

Mayor Salimi reopened public comment. There were no further comments from the public.

Mayor Salimi thanked everyone for their comments. He also commented on the importance of fire safety and thanked the Fire Department for its work and commitment. He thanked City staff for all of their hard work, Measure X Advisory Committee, BOS, City Council and members of the public for all input.

City Manager Murray summarized the direction from the City Council with Council consensus for modifications to the contract for a guarantee of $2 million in funding and an escalator for each year of the contract.

Council member Martinez-Rubin again suggested some new language related to costs associated with new development and a level of responsibility to bear the costs for fire services that would be needed, and City Manager Murray reiterated that staff would have a conversation with Con Fire on this issue and would review the section on new development in the contract for potential clarification and possible cost-sharing language.

Council member Martinez-Rubin also sought more clarity about injury and workers' compensation claims.

6. **ADJOURNMENT** to the Regular City Council Meeting of September 20, 2022 in Remembrance of Amber Swartz and Pinole Fire Captain Robert Ramos.

At 10:07 p.m., Mayor Salimi adjourned the meeting to the Regular City Council Meeting of September 20, 2022 in Remembrance of Amber Swartz and Pinole Fire Captain Robert Ramos.

Submitted by:

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Heather Bell, CMC
City Clerk

Approved by City Council:

CITY COUNCIL MEETING
MINUTES
September 20, 2022

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

The City Council Meeting was held in a hybrid format (in-person and via Zoom videoconference and broadcast) from the Pinole Council Chambers, 2131 Pear Street, Pinole, California. Mayor Salimi called the Regular Meeting of the City Council to order at 6:16 p.m. and led the Pledge of Allegiance.

2. LAND ACKNOWLEDGEMENT

Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

3. 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. Code § 87105.

A. COUNCILMEMBERS PRESENT

Vincent Salimi, Mayor
Devin Murphy, Mayor Pro Tem
Norma Martinez-Rubin, Council Member
Anthony Tave, Council Member
Maureen Toms, Council Member

B. STAFF PRESENT

Andrew Murray, City Manager
Heather Bell, City Clerk
Eric Casher, City Attorney
Sanjay Mishra, Public Works Director
Neil Gang, Police Chief
Roxane Stone, Deputy City Clerk

City Clerk Heather Bell announced the agenda had been posted on Friday, September 16, 2022 at 4:00 p.m. with all legally required written notices. No written comments had been received in advance of the meeting.

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

4. CONVENE TO A CLOSED SESSION: None

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

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

There were no Closed Session items.

Mayor Salimi modified the meeting agenda and moved forward to agenda Item 8. Recognitions / Presentations / Community Announcements, A. Proclamations (2) at this time.

8. RECOGNITIONS / PRESENTATIONS / COMMNUNITY ANNOUNCEMENTS

A. Proclamations

1. In Support of Ukraine

The Town Council read into the record a proclamation in support of Ukraine.

Mayor Salimi welcomed the Consul General of Ukraine in San Francisco, Dmytro Kushneruk to the City of Pinole and asked him to provide comments.

General Consul Dmytro Kushneruk, thanked the Mayor for the invitation to address the Pinole City Council and the residents of the City of Pinole. He thanked the City Council for the proclamation recognizing the war in Ukraine and reported it had been six months since Russia had started the war on February 24, 2022, with Ukraine having faced 208 days against brutal Russian aggression and with Ukraine fighting for independence and the right to live freely in the world. Over the past six months, Ukraine had changed the world, history and itself. He was pleased the City of Pinole was considered a friend.

General Consul Kushneruk spoke to the United States' fight for its own independence, with Ukraine having proclaimed its independence peacefully in 1991. To date, he reported that 362 innocent children had been killed in the violence and 13,000 civilians had been casualties of the war, not including Ukrainian soldiers. He commented on the successful efforts to regain some of the Ukrainian territory from Russian forces, although the Russian government had changed the course of the war and it was expected that Russian President Vladimir Putin planned to announce a new wave of aggression and threats to the west. Ukraine was appreciative of America and its citizens for assistance in allowing Ukraine to fight against the Russian aggression.

General Consul Kushneruk hoped that a Sister City could be established between a Ukrainian city that had been liberated and the City of Pinole, which would provide a great example of local cooperation between the two nations. He hoped the war would end soon allowing for the exchange of peoples from Ukraine and the City of Pinole.

The City Council and members of the public present in the Council Chambers held a Moment of Silence in memory of those who had lost their lives in the Russian and Ukrainian conflict. The City Council presented the proclamation to General Consul Kushneruk at this time.

The City Council welcomed General Consul Kushneruk to the City of Pinole, recognized his work for the Ukrainian people, thanked him for his leadership, hoped the City's collaboration and partnership with Ukraine would continue and hoped for a peaceful end to the aggression. It was noted that Ukraine also had the support of the Contra Costa County Board of Supervisors (BOS) and other local leaders.

The City Council also recognized and thanked Pinole resident Rafael Menis for his request that the City Council consider this proclamation for Ukraine.

PUBLIC COMMENTS OPENED

Rafael Menis, Pinole, stated he had urged the City Council to consider this proclamation after the start of the war in Ukraine, and while many were of the opinion the events in Ukraine were irrelevant to Pinole, the unlawful invasion by Russian President Putin and the Russian government threatened the core values held dear in Pinole including democracy, an integrated community, values of justice and rule of law. He recognized the humanitarian aid provided by many countries and individuals throughout the world and urged Pinole citizens to do what they could to help. He urged everyone to understand that unlawful invasion, aggression and attempts to crush democracy would fail. He encouraged all citizens and residents of Pinole to support Ukraine to the best of their ability.

Cesar Zepeda, President, West County Wastewater District, reported the District Board of Directors stood in solidarity with the City of Pinole and anything that could be done to support this effort.

PUBLIC COMMENTS CLOSED

Mayor Salimi declared a recess at 6:40 p.m. The City Council meeting reconvened at 6:45 p.m. with all Council members present.

2. Recognizing National Service Dog Month

The Town Council read into the record a proclamation recognizing National Service Dog Month.

City Clerk Bell reported the proclamation had been requested by Dawn Abrahamson, Vice President, East Bay Chapter, Canine Companions for Independence (CCI), a mentor of hers, a resident of Pinole and a former City Clerk. She thanked Ms. Abrahamson for all of her work and recognized her service dog Every. She introduced Tara Ayres and her service dog Nella, a client of CCI who would be receiving the proclamation.

Tara Ayres thanked the City Council for the proclamation accepted on behalf of CCI and all of the graduates who benefitted from having a highly-trained service dog. She spoke to the work of CCI and emphasized they were grateful for those who raised the dogs for those in need. She explained that Nella had made a huge difference in her life, allowed her to retain her independence and live in the community, a gift beyond price, and had also brought her joy. The service dogs were highly trained and made a big difference in the lives in which they served. She appreciated the recognition to CCI and National Service Dog Month, described the various commands Nella followed, and when asked provided a demonstration of some of those commands.

Council member Toms provided details of a CCI event she had attended at the invitation of Ms. Abrahamson which she found to be inspiring, particularly since she had a son with a disability who may be in need of a canine companion during his life. She recognized the benefits canine companions provided to allow those to remain independent in life.

The City Council welcomed future presentations and ways the City could provide support; raise awareness of CCI; and recognized the benefits of the program which allowed an individual independence and the ability to remain in the community.

When asked, Ms. Ayres stated she had waited about two and a half years from the date of submittal of an application before she had received Nella, with two and a half to three years the normal wait period for canine companions. She confirmed there were other organizations in addition to CCI that provided service dogs and she detailed the traits a service dog must have to serve as a canine companion. CCI stated the dogs were worth around $60,000 each due to the cost of training and that canine companions provided dogs free of charge to those in need.

Mayor Salimi added the Pinole Police Department had a service dog named Milo.

PUBLIC COMMENTS OPENED

Cordell Hindler, Richmond, thanked the City Council for the proclamation and appreciated the demonstration provided.

Ms. Ayres also reported that Dog Fest sponsored by CCI would be held in Jack London Square in the City of Oakland on the first weekend in October where anyone could meet the canine companions. More information was available on the CCI website.

PUBLIC COMMENTS CLOSED

B. Presentations: None

The City Council returned to Item 6, Citizens to be Heard.

6. 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. Individuals may not share or offer time to another speaker. 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.

Rafael Menis, Pinole, updated the City Council on COVID-19 data for the City of Pinole from the Contra Costa County Health Department and reported that Pinole had the fourth highest rate in the County. He encouraged everyone to wear masks indoors, particularly in crowded spaces. He otherwise thanked everyone who had participated in Coastal Clean-Up Day and thanked the various members of City staff and members of the community who had helped to make the event a success.

Debbie Long, Pinole, referenced the traffic conditions at the top of Tara Hills Drive and Appian Way and stated while construction had been occurring in the area for some time, the traffic conditions had worsened and it had become unsafe, with lights out more often than on. She stated the project manager was not doing a proper job and no traffic control had been provided other than elevated stop signs east and westbound on Appian Way and at the top of Tara Hills and Canyon, and traffic had been backed up to Manor Drive on Appian Way/El Sobrante all the way to Doctors' Hospital late into the evening. She understood contracts for construction projects were to include traffic control and not from the Pinole Police Department. If for some reason traffic control had not been included in the contract, she suggested it should be immediately included in future construction contracts due to the anticipated construction of future projects along Appian Way and Fitzgerald Drive. She asked that the issue be addressed immediately.

Mayor Salimi asked City staff to get back to Ms. Long with a response.

Peter Murray, Pinole, thanked the City Council for the successful Coastal Clean-Up Day. He thanked all participants for their involvement, including Bear Claw Bakery, Starbucks, Republic Services, City staff, the Community Services Commission and community organizations who he thanked individually by name. He also thanked the Contra Costa Resource District for its contribution, local elected officials and local volunteers.

David Ruport, Pinole, referenced the Solano and Contra Costa County Food Bank where he had served as a volunteer for some time. He had received notice indicating a large portion of the Food Bank would no longer be able to provide food due to a lack of donations. The City of Pinole had partnered with the Food Bank in the past and he asked the City Council to agendize this issue to determine whether or not the City could provide funds through Christmas. He also reported on the difficulty he had experienced obtaining public records through the City's automated system since June 27, 2022. He had submitted a letter to the City Council dated September 6, 2022, detailing the records he had requested which existed since the quantity of those records emanated out of a November 2020 hearing on the Faria House, although City staff stated those records did not exist. He had no response from his letter, leaving him to either file a writ as a private citizen or take the matter to the news media which he did not want to do. He suggested the information did exist and he hoped a member of the City Council would respond to his request.

Mayor Salimi advised a member of City staff would get back to Mr. Ruport.

Irma Ruport, Pinole, suggested that Council member Tave had been a voice for citizens over the last four years, was the people's Council member, had always voted in the best interests of the citizens of Pinole and never wavered for personal gain, special interests, promises made by others, and stood his ground when voting for important issues on financial stability and transparency. He had proven himself to be one of the best Council members the City had for some time and had come to the Council with a unique set of skills and professional experience which had made Pinole a better place to live. He had also listened, returned messages, communicated with the people and his voting record spoke for itself. He stood his ground when making important decisions for the betterment of Pinole citizens and was transparent, true to himself and to the people of Pinole, which was why she totally supported Council member Tave for the City Council in November. She also took the opportunity to introduce Cameron Sasai who was also interested in serving on the City Council, and who was energetic and would bring a lot of new ideas to Pinole. She encouraged everyone to view his website at www.sasai22.com.

Ms. Ruport added she would be submitting her comments in writing for the record to ensure they were part of the record as she had read them given issues in the past with comments she had made and which had not been transcribed as they should have been. She asked the City Council to be equal and fair to everyone and to be fair to the system, process and procedures.

Mayor Salimi advised in response to Ms. Ruport that City staff was equal and fair to everyone.

Mayor Salimi again modified the meeting agenda and moved onto Item 12A, New Business.

12. NEW BUSINESS

A. Overview of City-wide Project Labor Agreements **[Action: Discuss and Provide Direction (Mishra)]**

Public Works Director Sanjay Mishra provided a PowerPoint presentation entitled, Overview of Project Labor Agreements (PLA), a pre-hire collective bargaining agreement between a construction project sponsor/owner and one or more labor organizations that established terms and conditions of employment for a specific construction project or projects and was also known as a Community Workforce Agreement.

Mr. Mishra offered an overview of Public Contract Code 2500(a), which prohibited discrimination based on race, national origin, religion, sex, sexual orientation, political affiliation, or membership in a labor organization in hiring and dispatching workers for the project; permitted all qualified contractors and subcontractors to bid for and be awarded work on the project without regard to whether they were otherwise parties to collective bargaining agreements; contained an agreed-upon protocol concerning drug testing for workers who would be employed on the project; contained guarantees against work stoppages, strikes, lockouts, and similar disruptions of the project and provided that a neutral arbitrator shall resolve disputes arising from the agreement.

Mr. Mishra explained that PLAs helped with wage irregularities, local participation, promoted local hire and offered project stability related to labor disputes. Criticisms of PLAs indicated they could increase costs, were anti-competitive as non-union contractors may chose not to bid on the projects and were unnecessary as existing pre-qualification procedures screened contractors. He identified the many jurisdictions that utilized PLAs and those that had also established over-arching City-wide PLAs. The City of Pinole had signed a PLA on individual construction projects in the recent past including for the Water Pollution Control Plant Upgrade Project. He also highlighted the project thresholds, local hiring and the Disadvantaged Resident Project and spoke to the project thresholds of other jurisdictions including that of the City of Martinez. Steps taken by local agencies related to the formation of PLAs included an Ad-Hoc Council Subcommittee to study the item in further detail; presentations and study sessions to the City Council; meetings between senior staff members of the City and local union groups where specific terms were negotiated and preparation of a draft PLA for the Council to consider at a publicly held City Council meeting.

City Manager Andrew Murray clarified that the over-arching City-wide labor agreements that different cities instituted had different nuances and this item had been presented to the City Council as an informational item for the City Council and the community. Staff was seeking City Council direction on the steps that could be taken as described.

PUBLIC COMMENTS OPENED

Jason Gallia, Business Manager, Iron Workers (IW), Local 378, stated he had been a product of PLAs throughout the Bay Area and through the PLA process he had been able to purchase his own home and had been involved in an apprenticeship program obtaining experience in the building trades. He supported PLAs, which offered many benefits to those starting out in life and which had launched many citizens into the middle class. He noted that other cities and school districts had also successfully used PLAs. He suggested PLAs would result in a better product, involve local hires, and offer a pathway to a good life. PLAs also offered camaraderie with fellow employees and lifetime friendships and he hoped the City Council would adopt PLAs.

Tom Hansen, Business Manager, International Brotherhood of Electrical Workers, (IBEW) Local 302, thanked the City Council for considering PLAs as they had been considered by other cities and school districts, providing quality projects, on-time and on budget. PLAs also offered lifetime apprenticeships run under the state school system and accredited with college credits allowed one to move on to junior college, universities and a four-year college. PLAs invested in the community and in the middle class and he suggested with more PLAs there would be fewer problems in society. A PLA insured the highest skilled people available worked on a project, making money that kept families whole, providing health care and a positive influence in a community, and PLAs would attract people from Contra Costa and West County working on local projects allowing the ability to earn a real living.

Jason Lindsey, President, Business Agent, IW, Local 378, thanked the City Council for possibly partnering with the labor trades and considering a PLA, which would provide an investment for the youth of the community and allow them to be part of the middle class. The American Dream was to buy a home and raise a family in the community where everyone grew up. He stated that union apprenticeship programs spent $2 billion annually across the country to give apprentices world class training. He encouraged the City Council to start negotiating for a PLA.

Bill Whitney, Chief Executive Officer (CEO) Contra Costa Building and Construction Trades Council, supported City Council direction to staff to begin negotiations on a City-wide PLA. He noted that the Contra Costa Building and Construction Trades Council was comprised of approximately 35,000 middle class workers in Contra Costa County with 65 percent of those workers men and women of color and indigenous people. The Trades Council was committed to making sure career paths were offered to everyone. He emphasized that local hires who would spend locally were important to the community and that PLAs were a big factor in the local economy. He added that each building trade council had different PLAs that were pre-hiring agreements designed to put local men and women and apprentices to work, creating a pathway to the middle class with projects built on time, on budget and right the first time. He added the cities of Richmond, El Cerrito, Martinez, Concord, Pittsburg, and Antioch all had city-wide PLAs and it was hoped the City of Pinole would have a City-wide PLA as well. In addition, Contra Costa County, Contra Costa County Community College District, West Contra Costa Unified School District (WCCUSD), John Swett Unified School District (JSUSD), and the Martinez Unified School District (MUSD) all had PLAs. He looked forward to working with the City on a City-wide PLA.

Rafael Menis, Pinole, understood the City had PLAs in the past, such as for the Water Pollution Control Plant Upgrade Project. Given the benefits of a PLA, as earlier described, he suggested that would have been broadly supported over a long period of time, but had only been considered for one large project and possibly some smaller projects.

Mr. Menis spoke to his understanding that PLAs would lock in union-based wages. He asked about the cost to the City if adopting prevailing wages as part of a PLA in terms of project levels and whether or not it made a difference in terms of the size of a project. As to the nature of the local hiring requirements, pursuant to information for the City of Hayward as shown on Page 685 of the agenda packet, there had been a discussion about specific new hiring requirements per project price in addition to the broader local hiring requirements. He requested that a PLA for the City of Pinole include more specific new hires than a percentage basis for new hires.

City Attorney Eric Casher advised that Labor Code Section 1720 defined the requirements around prevailing wages. Any public project funded in whole or in part with public funds required a prevailing wage and was a term in a PLA and would be part of any public works project. Staff would have to review further the actual cost impacts of a PLA with prevailing wages to the rate to be applied to any public works project.

Public Works Director Mishra confirmed the City Attorney's comments and noted that current public works projects abided by the prevailing wage law whether there was a PLA or not. Local hire requirements must be researched more and staff had to determine what would be appropriate for the City of Pinole. As to the City of Hayward, that community had prepared a specific program to add veterans to a PLA. The City of Pinole's needs had yet to be researched.

City Attorney Casher clarified the City of Pinole had a local hire preference in its procurement policy and a PLA would enhance that policy. As part of negotiations with the Building and Construction Trades Council as to what skilled labor looked like in Pinole would be discussed to be able to tailor and focus on the skilled labor in Pinole. He clarified however that the City could not have local hires for projects funded with local, federal or state funds given that some public works projects that received federal and state funding prohibited the use of local hires, exceptions that would be built into a PLA, and which would not prevent the City from entering into a PLA. He was unaware of any mechanism requiring a PLA for a wholly private project but there were some private developments built on property leased from the City, or a private project that may receive funds from the City, which would be another way to negotiate the use of a PLA on such project, and which could be researched further by staff with options provided to the City Council.

Debbie Long, Pinole, commented that eight years ago she had been a member of the City Council when the then City Council had vetted the Water Pollution Control Plant Upgrade Project. She suggested if the City Council went back to October 7, 2014, November 18, 2014, and after the first of the next year, the contract was ready for signature and would answer many of the questions regarding local hires. She suggested they did not have to reinvent the wheel but adapt to a City-wide PLA as opposed to a unique PLA. She also spoke to the skilled and trained labor force and promoting youth, and noted that apprentices must have a ratio with a journeyman on the job, with the apprentices watched over to ensure they were doing what they had been trained to do in the classroom, and which could include years of training depending on the trade. She otherwise commented that she had viewed the Ironworker's Local Training Center, which was incredible.

Ms. Long also commented the Water Pollution Control Plant Upgrade Project had a great record when it came to safety and did not have overrun costs other than PG&E costs. She noted that prevailing wages versus PLA were not the same in that a PLA would incorporate some kind of prevailing wage, but prevailing wage jobs were nice to have and a PLA City-wide would not be comparable.

Ms. Long suggested a PLA would be less expensive since they would have to audit the prevailing wage jobs and ensure that those hired as laborers were not being underpaid for the expertise they were required to have. She suggested a PLA would offer the "biggest bang for your buck," they had already paved the way for everyone and she hoped the City Council was on board for a City-wide PLA.

James Ashcroft, Organizer for IW Local 378, representing the members in the City of Pinole and bordering cities, suggested a PLA should not bring over-costs since a prevailing wage was based on the union wage. If everyone was playing fairly there should be no increased costs. If someone did not pay the proper wage and paid lower there was oversight from the building trades to ensure the workers were being paid proper wages. PLAs also mandated some kind of health care for a worker and the worker's family. He hoped the City Council would support a City-wide PLA.

Eric Haynes, Business Representative for Sheet Metal Workers (SMW), Local 104, with members in Contra Costa County, commented that a PLA was a partnership and what the City would gain in that partnership was the building trades' investment in training, the best there was, a guarantee the City would be getting what it paid for on a prevailing wage project. He clarified if a worker was not a registered apprentice that worker would have to be paid as a journeyperson, which also guaranteed that training, and which was not provided as part of a non-union job. Non-union jobs were required to request apprentices by the certified apprenticeship that served the area, and once done with the job apprentices were not used outside of public works. A PLA would ensure the City got what it paid for and not just following public works law. He urged the City Council to close the deal now.

Peter Murray, Pinole, provided the history of a small building near City Hall that involved very contentious discussions whereas projects with a PLA were very organized. He also detailed the process for the Water Pollution Control Plant Upgrade Project which involved a PLA and where issues were resolved allowing the project to be brought in on-time, on budget and as one of the safest projects in Pinole. Projects with a PLA generally provided a solidly built project, and he cited the high school as another example of a successful PLA project. He added that after the completion of the Water Pollution Control Plant Upgrade Project, City staff was highly supportive of the PLA process. He urged the City Council to give serious consideration for a City-wide PLA.

Vincent Wells, President, International Firefighters' Association (IFFA) 1230, stood with his fellow brothers and sisters in the building trades as he had with other projects in Contra Costa County and with the City's Water Pollution Control Plant Upgrade Project in support of PLAs. He concurred with all of the comments why a PLA was good for the City of Pinole, the community and labor workers and advised that Local 1230 was supportive of the PLA.

Irma Ruport, Pinole, agreed with the PLA, and as a former government employee and union representative, she stated doing things the right way meant getting the PLA approved. She commented that the Water Pollution Control Plant Upgrade Project involved a lot of meetings back and forth. She requested that the PLA include high school seniors in Pinole and Hercules to be trained in some of the trades to see what their future could be. She supported local hires, families and children and encouraged some type of mentoring in the PLA for children in local schools. She too agreed a PLA should be approved at this time and include some type of mentoring as discussed.

Cesar Zepeda, President, West County Wastewater District, reported the Board of Directors had established a PLA a year ago and their projects had been on-schedule. He supported a City-wide PLA for the City of Pinole. He also served on the Board of the Contra Costa Community College District Foundation where students were looking for opportunities outside of a four-year college. He suggested a PLA would offer an opportunity for a career outside of college. He otherwise commented that prevailing wages uplifted communities, particularly for local hires and recommended a timeline be considered on when information should be brought back for Council consideration.

PUBLIC COMMENTS CLOSED

Council member Toms commented that from a staff standpoint, she understood the compliance/monitoring/wage compliance was difficult for staff particularly when state funding was involved, which was incredibly important for prevailing wage projects. A PLA included partnerships to ensure compliance which helped staff to move forward with a project. Public works projects with public money were already prevailing wage projects and had the benefit of having the compliance through the PLA, which would not involve a massive increase in cost.

Council member Toms stated she and Council member Martinez-Rubin had been members of the Citizen Bond Oversight Board with the WCCUSD, and had received presentations on their PLAs and local hires, and when moving forward she supported an Ad-Hoc Subcommittee to revisit the definition of local hires. She also proposed an identification of what City-wide meant, if for a public project or if it meant any City project which the Ad-Hoc Subcommittee should also take into consideration. Given the major infrastructure as part of the San Pablo Avenue Bridge Project, it would be good to have this matter resolved before that project happened along with other infrastructure projects that may come along.

Mayor Salimi understood that contractors would have to submit certified payrolls as part of compliance through specific systems to be reported to City staff and then verified to ensure wages and benefits were accurate, and as such the issue of local hires would come back to the City Council. As to the definition of City-wide, he suggested that would have to be discussed further for public and private projects as part of the Ad-Hoc Subcommittee discussions.

Council member Martinez-Rubin asked about women in the trades as part of local hires and the City's assessment of local talent overall. She recalled as a member of the public it had been difficult to obtain the skills to be a qualified contractor or subcontractor and she wanted a better understanding of that and how to move towards a partnership that worked.

In terms of construction project sponsor/owner, Council member Martinez-Rubin asked to what extent a PLA would apply. As to the topic of project specific labor agreements and City-wide labor agreements, she remained unclear of the advantages between one and the other and asked for a better understanding of those agreements.

Public Works Director Mishra explained that most of the PLAs that staff had researched had a project value threshold and most local agencies had adopted a policy of a million to half a million dollars depending on the size of the city. For the City of Pinole that threshold analysis had not been done.

Council member Martinez-Rubin clarified with Mr. Whitney that local hire provisions with youth involved an age limit of 18 years with specific requirements for each craft for the apprenticeship programs to be filed with the state, all processes set up through the state while the Building and Construction Trades Council provided assistance through pre-apprenticeship programs written by the North American Building Trades Union, which program training component was at campuses in the Contra Costa Community College District, Richmond Build, Future Build, Juvenile Detention Facility and various other locations. All participants must be clean and sober and drug-free and were provided various training practices.

The Building and Construction Trades Council had also formed a non-profit CTWI which sought grants and Senate Bill (SB) 2 funds, the brain child of a number of Building Trades Councils in the Bay Area which met on a regular basis and which promoted career opportunities in the middle and high schools. He also clarified the Building Trades and Construction Council PLA was for public works projects only and did not cross over into private projects. The Building and Construction Trades Council recently had a PLA approved with the City of El Cerrito and a copy of the PLA could be shared with the City of Pinole. He added that all PLAs between the Building and Construction Trades Council and Contra Costa County included a million dollar threshold and a specific term of five years.

Mr. Whitney further commented in response to Council member Martinez-Rubin that most if not all candidates for the apprenticeship programs were interviewed, ranked and then selected (all local representatives had their own procedures) with most apprenticeship programs a five-year program free of charge with on-the-job training. The PLA created work opportunities for apprentices and all projects would be prevailing wage. Some pre-apprenticeship programs also had direct hires with various locals.

Public Works Director Mishra also clarified in response to Council member Martinez-Rubin that for most public works projects the qualifications of the contractors went through the Contractor's Licensing Board for the work to be performed.

Mr. Whitney added that contractors needed to get the best skilled and trained people to build a project on time and if built on time and on budget that would save lots of money. He also clarified the Building and Construction Trades Council contractors were signatory contractors and had signed a collectively bargained agreement with their specific locals, with each craft having a list of contractors they had a legal relationship with.

Council member Martinez-Rubin expressed a desire to know more about where women were in the process and in the training. She thanked everyone for providing clarification on how the building trades worked collaboratively.

Mayor Pro Tem Murphy thanked all members of the community for their input and for being part of this early process. He asked staff to clarify whether or not a PLA had been considered by the City Council earlier or by previous Councils, and City Manager Murray was uncertain why PLAs had not been considered by prior City Councils. Having looked at the record, he and the Public Works Director had found the Water Pollution Control Plant Upgrade Project was a project in which the City had a PLA but he was uncertain how many others there had been in the past decade The City Council had requested this item some time ago, and it was now before the City Council for consideration.

Public Works Director Mishra stated he had reviewed past City Council meetings, including meetings one of the speakers had referenced and where the City Attorney had provided an update regarding the history of when Pinole had PLAs, but PLAs had fallen off of the radar until this item had been requested by the City Council.

Mayor Pro Tem Murphy was pleased to see the support for a PLA. His only experience with PLAs was with the Citizens Oversight Bond Committee for the high school. He hoped to focus on high-quality jobs and building on hard and soft skills in the work force in Pinole for both older and younger citizens of Pinole. He also hoped this effort would elevate the need and awareness to successfully complete green infrastructure and to also address the climate crisis in the City and the inequality crisis with the same set of policies where the PLA would be the center of the priorities of those challenges. He emphasized the need for full employment, recruitment of the best for City Departments, and the hope that full employment and economic security would be a central part of the PLA in addition to climate protection.

Mayor Pro Tem Murphy added that on February 4, 2022, President Biden restored an Executive Order from the Obama Administration that would require the use of PLAs on federal construction projects and was pleased they would be aligning with the national government on that issue if the City were to move forward with a PLA. He was also interested in a challenge to everyone as to how to support and protect minority, women-owned, and LGBTQ+, justice impacted and formally incarcerated contractors as part of this process and that a PLA would offer equal access for those communities.

City Attorney Casher clarified for federal contracts disadvantaged business enterprises (DBEs), included specific requirements for contracts but at the state level there were challenges due to Proposition 209 and restrictions about classifications for certain groups, which would be discussed as part of this process in developing a PLA.

Mayor Pro Tem Murphy commented he had reviewed the North American Building Trades Union which had a number of resources, guidelines and parameters around the creation of PLAs and which could be used as a resource. He wanted more data and more information on potential economies to the City, costs to current projects in the Capital Improvement Plan (CIP), the triggers for a PLA and the cost of inaction in terms of how much money the City may have lost since it did not have a PLA policy in place.

Mayor Pro Tem Murphy reported that Governor Newsom had recently signed Assembly Bill (AB) 2188, making it illegal for employers to discriminate against employees for cannabis use in their personal lives, which would become law on January 2023, and he asked about the impact of that bill when a PLA was created, although he understood that AB 2188 did not apply to construction jobs. He sought a legal opinion on that issue. He emphasized that public engagement would be important for this process and saw the potential for a task force or an Ad-Hoc Subcommittee being formed and would like to integrate a member of the Community Services Commission and a member of the Planning Commission on that Ad-Hoc Subcommittee. He requested a timeline for the development of the process for a PLA including any Ad-Hoc Subcommittee meetings that could be communicated to the public and looked forward to more discussion on the process.

City Attorney Casher clarified that when a PLA was created it could be approved at one time, would not require a first and second reading, but a lot of details remained to be flushed out with the Ad-Hoc Subcommittee.

Council member Tave supported PLAs since they were time tested, had been done for the Water Pollution Control Plant Upgrade Project, with a lot of time spent on project close-out with errors and gaps and loose ends that must be tied up. PLAs offered value and care up front, which mattered in the long term and which residents deserved. A PLA must be tailored to the City of Pinole and he would like to have conversations on what that meant for the smaller, critical projects and there should be some element of criticality involved. A PLA also kept dollars in Pinole which was a big priority for him, allowing residents to work where they lived and invest in the community which should be encouraged and weaved into a PLA.

Council member Tave understood PLAs were being done by most cities, skilled forces were retiring and the labor force needed to be built up and lead times were becoming longer and longer, meaning the projects in larger districts were coming to a head, and smaller cities could position themselves in getting larger projects done with a PLA. There was also a shift in the economy, green infrastructure was gaining traction, with federal and state funds ramping up for the larger projects and he suggested the City should position itself for that with a PLA. He encouraged staff and the City Council to have this conversation soon, there was a lot that needed to be negotiated, and he hoped to have those conversations with the labor groups soon to be able to accommodate upcoming projects that would need the labor.

Council member Tave also stated apprenticeships would be critical for the City as it moved forward in that with technology always changing keeping the specific crafts up to par with skilled labor was ever more important. He recognized staff had a lot of homework to do but looked forward to future discussions with all parties. He agreed a timeline needed to be identified to get the work done.

Mayor Salimi agreed there was a need for a timeline but wanted a discussion on a City-wide PLA for public projects first and then focus on all projects. He offered a motion, seconded by Mayor Pro Tem Murphy for a project-wide PLA for public projects over one million dollars.

On the motion, Council member Toms suggested there were a number of issues that could be included in the motion but the Mayor wanted the Council to consider the motion as stated first. He also clarified in response to the Mayor Pro Tem his reason for a one million threshold was that it had been used by other cities and was part of a standard labor agreement.

City Attorney Casher understood that most Contra Costa County PLAs included a million dollar threshold.

Mayor Salimi clarified his motion was for a City-wide PLA for all public projects at or above one million dollars, which motion was again seconded by Mayor Pro Tem Murphy.

Mr. Whitney clarified the County and the Contra Costa Community College District, County Wastewater District and all cities had a million dollar threshold with the exception of the City of Concord which had a $750,000 threshold. He again explained why a million dollar threshold had been identified in a sense of being fair, but commented the Building and Construction Trades Council PLAs also included language that allowed the Council to add in any project it wanted along with the ability to combine projects.

Council member Martinez-Rubin offered a substitute motion for the City Council to provide direction to have staff to examine the PLA the trades had been using to allow for customization.

Mayor Salimi sought to provide general direction only at this time and then consider separate motions with more details. He understood that staff would have 60-days to form an Ad-Hoc Subcommittee since it would know how much, who, and when to come back with clear direction.

Council member Martinez-Rubin suggested the first motion was too narrow with a focus on the threshold and while an acceptable threshold there was a need for customization for Pinole. She preferred a broader discussion of a City-wide PLA for Pinole and a timeline to come back but did not want to have specifics on what they were voting on tonight given a lack of specifics from staff. She suggested more work needed to be done when deciding on a threshold, and while the million dollar threshold sounded reasonable there were other things related to that threshold.

Mayor Salimi restated his motion and noted that separate motions could be considered for other steps and direction to staff.

There was no second to the substitute motion.

City Attorney Casher clarified there was a motion on the table with a second and a substitute motion. If the moving party wanted to entertain the substitute motion that was an alternative that could be accepted. If not, there needed to be discussion and a vote on the original motion.

Council member Toms asked that the other steps the Mayor had alluded to be included in the original motion.

City Attorney Casher clarified if the Mayor desired to amend the original motion to add other aspects that could be done with a second.

Mayor Salimi withdrew his original motion.

Mayor Salimi offered a new motion, seconded by Council member Tave to authorize negotiation for a City-wide Project Labor Agreement for a period of five years for public projects at a threshold at or above one million dollars, the formation of an Ad-Hoc Subcommittee to come back to the City Council with all questions asked by the City Council to be answered within the next 60-days, and with City staff to return to the City Council by the November 15, 2022 City Council meeting for discussion of the contact.

City Manager Murray pointed out the City Council had not established an Ad-Hoc Subcommittee or appointed members which was not an agendized item and needed to be taken up at a future City Council meeting. If that were to take place at a future meeting, the Ad-Hoc Subcommittee would not have time to come back to the City Council with a proposed PLA in November. He suggested the PLA for the City of El Cerrito was a great starting point representing modern and current thinking that worked well but Council members sought a customized agreement. The first thing that needed to happen was the City Council needed to establish the Ad-Hoc Subcommittee, reach an agreement on the provisions, and have a discussion on the counter to that.

Mayor Salimi suggested the motion could stand and just move the November 15, 2022 date and consider the formation of the Ad-Hoc Subcommittee during a different City Council meeting, and City Manager Murray confirmed staff could be directed to come back with an agenda item to create an Ad-Hoc Subcommittee with the composition to be specified to include a member from the Community Services Commission and the Planning Commission.

Council member Toms pointed out the agenda item included next steps as outlined in the agenda packet and she understood that meant the Council could identify the members of the Ad-Hoc Subcommittee now, but City Attorney Casher agreed with the City Manager that direction should be considered at a future meeting to allow a formal appointment by the City Council of the Ad-Hoc Subcommittee members.

City Manager Murray suggested appointments to the Ad-Hoc Subcommittee would need to be done at the next City Council meeting. A return with a proposed recommendation from the Ad-Hoc Subcommittee on a proposed PLA was likely to occur in January 2023 due to potential changeover on the City Council among other issues but he noted that staff did not have to wait for the formation of the Ad-Hoc Subcommittee to start working on some of the issues raised.

City Clerk Bell restated the Mayor's motion to authorize negotiation towards a City-wide Project Labor Agreement with a term of five years for public projects, with a threshold of one million dollars at or above, the formation of an Ad-Hoc Subcommittee within 60-days and a return to the City Council for discussion on November 15, 2022.

Mayor Salimi restated his motion to authorize negotiation towards a City-wide Project Labor Agreement with a term of five years for public projects, a threshold of one million dollars at or above, the formation of an Ad-Hoc Subcommittee within 60-days comprised of two Council members, a member from the Community Services Commission and a member of the Planning Commission, with the Ad-Hoc Subcommittee to return to the City Council in January 2023. Council member Tave seconded the motion.

On the motion, Council member Martinez-Rubin asked about the relevance of a member from the Community Services Commission.

Mayor Pro Tem Murphy understood there was a community benefit and spoke to the mission of the Community Services Commission. In his opinion, having representation from the Community Services Commission would be a benefit given the scope of work and with other ways to engage the community, which could be done by those already serving the City.

Council member Martinez-Rubin asked about the scope of the Community Services Commission since she understood the Commission had been event driven and those who were Commissioners were event driven as well, and the service provided to the City was different from a discussion on a PLA and benefits to a community. She asked staff to provide the scope of the Community Services Commission to see if it would mesh.

City Manager Murray explained the Community Services Commission had a broad charge and was involved in various community services, with many activities civic and recreation events. He suggested there was a nexus in that all members of the Community Services Commission represented a cross section of the community and could add to this dialogue.

ACTION: Motion by Mayor Salimi/Council member Tave to authorize negotiation towards a City-wide Project Labor Agreement with a term of five years for public projects, with a threshold of one million dollars at or above, the formation of an Ad-Hoc Subcommittee within 60-days to be comprised of two Council members, and a member from the Community Services Commission and a member from the Planning Commission and with the Ad-Hoc Subcommittee to return to the City Council in January 2023.

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

Mayor Salimi declared a recess at 9:18 p.m. The City Council meeting reconvened at 9:33 p.m. with all Council members present.

The City Council returned to agenda Item 7, Reports & Communications.

7. REPORTS & COMMUNICATIONS

A. Mayor Report
1. Announcements

Mayor Salimi thanked all participants for the successful Coastal Clean-Up Day.

B. Mayoral & Council Appointments: None

C. City Council Committee Reports & Communications

Mayor Pro Tem Murphy reported he had attended California for All, which elevated aging, disability and equity as part of a state-wide cross section planning effort to achieve Governor Newsom's mission of a California for All. He emphasized the importance of the City to be engaged in the process and uplift issues Pinole residents may be dealing with, with more information available at the website mpa.aging.ca.gov.or via social media at #ca4all.

Mayor Pro Tem Murphy also reported Contra Costa County had hired a new Economic Development Director and he hoped once the City had its own Economic Development Director on board the two would be able to work together. He thanked the volunteers and organizations involved in the Coastal Clean-Up Day. As to concerns with the status of the Contra Costa and Solano Food Bank, he reported the City of Pinole had partnered with the Food Bank on the second Monday of each month and had provided families with non-perishable and canned foods at the Pinole Senior Center. He thanked all those involved and provided statistics related to the participants of the food drives and expressed his hope the program would continue. He also wished everyone a Happy Voter Registration Day and urged everyone to register to vote at registertovote.ca.gov.

Council member Toms reported on her attendance at the League of California Cities Annual Conference and briefed the City Council on the sessions attended; briefed the City Council on the Contra Costa County Fire Chiefs review of the new Fire Code; and had participated in Coastal Clean-Up Day and emphasized the need to address certain types of debris such as straws and wrappers.

City Attorney Casher reported there would be an item before the Municipal Code Update Subcommittee to adopt an ordinance that would regulate the use of single use plastics. A meeting had been scheduled for Monday, September 26, 2022 with the new Sustainability Fellow, who would help with the community engagement aspect of that ordinance.

Council member Martinez-Rubin reported she had participated in Coastal Clean-Up and she too thanked everyone involved in that event. She also announced upcoming events this coming weekend to honor the 75th Anniversary of St. Joseph's Parish and the Pinole History Museum Fundraising Dinner scheduled for Saturday September 24, with more information at pinolehistorymuseum.org. She was pleased to see there was interest in candidates running for City Council although there were some anonymous flyers in the community about particular candidates which included misinformation. She emphasized people should hear from the candidates themselves and that flyers were required to conform to Fair Political Practices regulations with identifying name, candidate and committee identification number.

Council member Martinez-Rubin also briefed the City Council on the sessions she had attended during the League of California Cities Annual Conference and she looked forward to somehow incorporating the tips and ideas into discussions related to the Economic Development Strategy (EDS) and support activities which complemented what staff could do to enhance the outreach to people that may not otherwise attend City Council meetings.

City Attorney Casher clarified the requirements for individual candidates had been included in the notification to a campaign committee and what could be included on campaign signs. He was unware of the details behind the flyer referenced but it was being looked into and it was difficult to speak on that issue in terms of what laws may have been violated. Rules on what could be included on any campaign flyer had been outlined on the Fair Political Practices website.

Mayor Salimi encouraged residents to reach out to the individual candidates and not rely on third party information.

Council member Tave reported he had received an email which raised concerns about the portal being used on the City website regarding permitting, which had been forwarded to the Community Development Director and he encouraged residents to reach out to anyone in the City with any issues. He also announced that Ronin Tave scored his first goal on Saturday, September 17 at a soccer game and Reese Tave turned three on Sunday, September 18, 2022.

Mayor Salimi reported he had received a few telephone calls about the WCCUSD announcing restructuring of its schools that had occurred on day 23 of the school year. He had reached out to WCCUSD Board members to request that those issues be addressed.

D. Council Requests for Future Agenda Items

Mayor Pro Tem Murphy requested a future agenda item to invite the Contra Costa and Solano County Food Bank to provide a presentation to the City Council and that there be an action item on the agenda for the City Council to support a long-term strategy or partnership with the Contra Costa and Solano County Food Bank to continue existing programs.

City Manager Murray clarified it was true that the funding which supported the Food Bank program had ended but the Food Bank offered other programs free to the City and the City was enlisting their cooperation with no break in the City's support. The Food Bank was also moving from a once-monthly distribution to a twice-monthly distribution of dry goods for people 55 years and older, alternating every other week with a fresh produce truck that would commence in October so there would be no disruption in services. He suggested a presentation be received from the Food Bank and if the City wanted to do more than the City Council may take some action.

Mayor Pro Tem Murphy reiterated his request. Consensus given.

Mayor Pro Tem Murphy requested a future agenda item for staff to provide a report about what the City was doing to comply with Senate Bill (SB) 9, California Homes Act and engage in conversation of new ideas to implement and streamline SB 9 applications in the City.

City Attorney Casher confirmed that the Assistant City Attorney had previously provided a presentation to the City Council on a number of housing legislation, which had included SB 9.

Mayor Pro Tem Murphy commented the City of Milpitas had done a lot of work streamlining the application process for SB 9 applications and he wanted to have some engagement. The Assistant City Attorney had provided information on the law but now the community aspect to that law had to be developed with opportunities for the public to understand how to implement SB 9.

Council member Toms understood the City Council would be receiving a presentation on the Housing Element and perhaps the two subjects could be folded together, but City Manager Murray found the topics to be somewhat different and suggested if the City Council was interested in educating the public on SB 9 that would be beyond the discussion of the Housing Element. Consensus given.

Mayor Salimi requested the following future agenda items: proclamation recognizing Nowruz, Persian New Year, which occurred on the spring equinox, with the proclamation to occur on an annual basis; a proclamation recognizing Bastille Day on an annual basis; and a proclamation in support of women's rights, which could be tied to International Women's Day. Consensus given.

E. City Manager Report / Department Staff

City Manager Murray reported the Contra Costa County Board of Supervisors (BOE) had adopted a resolution formalizing the five years of Measure X funds with an escalator in support of fire services in Pinole, with City staff having received a modified draft of the contract with the County incorporating that commitment and with the contract still under review by staff. He also announced a Virtual Community Workshop would be held on Monday, September 26, 2022 on the Draft Community Engagement Plan, with information on the City website and on social media.

Upcoming events in Pinole included Dumpster Day on October 1, National Night out on October 4, and a final movie in the park for the season in October, and there would be a number of ways to recognize United Against Hate Week (UAHW) including events as part of UAHW.

City Manager Murray reported the tentative Special Meeting that had been scheduled for September 27, 2022 to discuss the final draft of the fire contract with the County had been canceled. Staff was hoping to have that final contract brought back to the City Council as soon as possible at an upcoming meeting. He added the City Council meeting of October 4, 2022 had been canceled to avoid competing with National Night Out, and he briefed the Council on a number of tentative agenda items to be included on the October 18, 2022 meeting agenda.

In response to the Mayor, City Manager Murray explained that staff was making a decision as to who could serve as an exhibitor at National Night Out and he hoped to have more information soon.

PUBLIC COMMENTS OPENED

Rafael Menis, Pinole, stated the Planning Commission had been provided a presentation on housing legislation including SB 9 and the City Council should be able to access that information.

Mayor Salimi reported the Assistant City Attorney had provided a presentation to the City Council on March 15, 2022 and that information was available to the public.

PUBLIC COMMENTS CLOSED

F. City Attorney Report

City Attorney Casher reiterated the Municipal Code Update Subcommittee would meet on September 26, 2022 at 4:00 p.m. and would discuss the tri-annual update to the Building and Fire Codes. The City Code of Ethics would be considered by the City Council at a meeting in November along with an ordinance related to Federal Bureau of Investigation (FBI) Fingerprinting.

PUBLIC COMMENTS OPENED

Cordell Hindler, Richmond, requested a future agenda item to invite the WCCUSD Superintendent and a school board member to provide an update on School Resource Officers (SROs). He also asked the City Council to consider CPS Consulting to provide diversity, equity and inclusion.

City Manager Murray reported the WCCUSD had been invited to make a presentation to the City Council at its November 1 meeting and the California Department of Insurance had been invited to provide a presentation on the same date.

Irma Ruport, Pinole, reported Hispanic Heritage Month was being celebrated from September 15 to October 15, 2022, with 2022 United for a Stronger Nation, and asked the City Council to consider some form of recognition either a proclamation or otherwise as a future agenda item.

At this time the Mayor asked Ms. Ruport to read into the record the following statement: *We are celebrating Hispanic Heritage Month September 15 to October 15 to recognize the achievements and contributions of Hispanic American champions who have inspired others to achieve success. The observation began in 1968 as Hispanic Heritage Week under President Lyndon Johnson and was extended by President Ronald Reagan in 1988 to cover a 30-day period. It was enacted into law on August 17, 1988.*

PUBLIC COMMENTS CLOSED

Mayor Salimi returned to agenda Item 7 (D) and requested the City Council consider a future agenda item to recognize Hispanic Heritage Month, to be considered on an annual basis. Consensus given.

Council member Martinez-Rubin requested the proclamation be remodified in title to read: Hispanic/Latino Heritage Month. Consensus given.

9. 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 Regular Meeting Minutes of September 6, 2022.

B. Receive the September 3, 2022 – September 16, 2022 List of Warrants in the Amount of $742,546.67 and the September 16, 2022 Payroll in the Amount of $548,449.29

C. Receive the Fiscal Year (FY) 2021/22 Fourth Quarter Financial Report **[Action: Receive Report & Adopt Resolution per Staff Recommendation (Guillory)]**

D. Receive the Quarterly Investment Report for the Fourth Quarter (Ending June 30, 2022) **[Action: Receive Report & Adopt Resolution per Staff Recommendation (Guillory)]**

E. Receive the Quarterly Report on Implementation of the Greenhouse Gas Inventory and Climate Action and Adaptation Plan for Fiscal Year (FY) 2021-22 Fourth Quarter **[Action: Receive Report (Whalen)]**

F. Fiscal Year (FY) 2021/22 Fourth Quarter Report in Implementation of Capital Improvement Plan (CIP) Projects **[Action: Receive Report (Kaur)]**

G. Receive the Quarterly Report on Implementation of the Strategic Plan for Fiscal Year (FY) 2021-22 Fourth Quarter **[Action: Receive Report (Murray)]**

H. Amendment Memorandum of Understanding (MOU) With the City of Hercules for the San Pablo Avenue Bridge Replacement Project **[Action: Adopt Resolution per Staff Recommendation (Mishra)]**

I. Approve a First Amendment to Disposition and Development Agreement Between the City of Pinole and GRP Shores, LLC Pinole Shores II and Approve a Reciprocal Easement Agreement with the Pinole Shores Owner's Association **[Action: Adopt Resolution per Staff Recommendation (Downs/Mishra)]**

J. Approve an Amendment to the On-Call Contract with Metropolitan Planning Group (M-Group) and Issuing an Amendment to Task Order Four for Environmental Services for the Pinole Shores II Project (830-848 San Pablo Ave) **[Action: Adopt Resolution & Appropriate Funds per Staff Recommendation (Hanham)]**

K. Adoption of Sanitary Sewer Master Plan 2022 Project **[Action: Adopt Resolution per Staff Recommendation (Mishra)]**

PUBLIC COMMENTS OPENED

Rafael Menis, Pinole, referenced Item 9C and the changes in the fourth quarter budget update and investment report, and stated he had noticed that Page 55, Fund 700, the interest and investment income revenue had shown a loss and net projected year end loss leaving the balance figure as shown in the agenda packet, but Page 60 of Item 9D of the agenda packet had shown a market value for the 115 Trust, and he asked which of the figures shown in the agenda packet were accurate since the values shown did not match.

Mayor Salimi understood the discrepancy may be due to the dates of the reporting and asked staff to get back to Mr. Menis with a clarification.

Mr. Menis also commented the budget update had shown the American Rescue Plan Act (ARPA) fund balance but he understood those funds had been shifted to the General Fund Reserve as part of using the assumed loss calculations as part of ARPA law. He asked if ARPA was still its own fund and asked for clarification. The Mayor advised that staff would get back to clarify.

As to Page 38 of the budget update, Mr. Menis asked whether the City had been out-competed on the SB 2 Grant or whether there was some issue as to why the City had not received that grant. Also, as shown on Page 50 of the budget update, most of the investment and interest income had shown losses which he assumed had been due to the overall decline in the stock market, with the exception of Fund 207, which had shown a favorable variance in investment income and he asked how that had occurred as compared to the other losses in income.

Mr. Menis also spoke to the increased expenditures in road maintenance as compared to Fund 377 and other funds, which had carried forward capital funds, and noted for Item D it had been noted that the Local Agency Investment Fund (LAIF) had a higher yield than usual whereas the funds shown on Page 60 had shown a loss in market value. He questioned how there had been a gain in yield but a loss in market value.

Mr. Menis also spoke to Item 9E and the update on the Greenhouse Gas (GHG) Inventory being completed and asked whether the City had a timeline for the development of the Climate Action and Adaptation Plan. As to Item 9F, he noted the Storm Drain Master Plan was back on the CIP and had been programmed for this Fiscal Year but asked what had changed since it had been pushed off of this year's active project list. He had received a letter from staff explaining why it had been pushed off in the first place but it was back on the list and he sought clarification.

Speaking to Item 9K, Mr. Menis asked whether the requirement listed on Page 183 for the City to inspect the condition of all pipes from the Regional Water Quality Control Board (RWQCB) also included a requirement to inspect storm drain pipes or was just a requirement for sewer line pipes.

Mayor Salimi asked staff to get back to Mr. Menis with answers to his questions in writing. He also asked Mr. Menis to possibly outline his comments in writing to allow staff to respond prior to the meeting but Mayor Pro Tem Murphy wanted to challenge staff to provide answers to become part of the record for the meeting.

City Clerk Bell explained that the meeting minutes were a reflection of what took place at the meetings with the minutes to reflect the questions and with the answers to become part of the record as correspondence back to the requestor, and could also take shape sometimes as a memorandum to the City Council, also a part of the public record and tied to the meeting date.

Mayor Pro Tem Murphy understood that questions raised at the prior City Council meeting would be part of the meeting minutes but the answers were not recorded and he wanted to figure out a way to have those answers on the record.

City Manager Murray stated he would have to give that some thought. One option, and to the extent possible, would be for the questions to be provided in advance to allow staff to research and provide answers during the City Council meeting so that the answers would be part of the meeting minutes.

Mayor Pro Tem Murphy understood the challenge was the timing of the distribution of the agenda packet and he wanted to find a way to answer the questions even if during the meeting and even if it took more time during the meeting.

City Clerk Bell noted one of the important pieces was the approval of the meeting minutes by the City Council, and as much as they could have questions answered in advance of the meeting, that would be great for the City Council and the public but they could also think of ways to have responses be part of the record.

City Manager Murray added every year the City Council reviewed the meeting procedures and there could be a way to create a record of written responses where they could be documented and posted to a site where anyone may reference them. He agreed it would benefit everyone to have those documents somewhere.

Mayor Pro Tem Murphy sought answers to the questions in real time allowing them to be part of the public record.

Council member Tave wanted staff to have the time to answer questions appropriately and he understood there was a process for supplemental documents and the idea for a document or listing of supplemental memorandums would be helpful but to challenge staff to answer sometimes difficult questions during a meeting, which could result in follow-up questions on top of that, he preferred a thorough answer with more thorough details between that staff member and the member of the public via email. He did not want to challenge staff during a late hour to come up with very detailed answers that could be on the record.

Mayor Salimi asked staff to get back to the City Council with options for consideration.

Cordell Hindler, Richmond, referenced Item 9G and commented that when the City Council received a presentation from a consultant on the EDS, the Strategic Plan was intended to attract businesses to Pinole, but he questioned whether potential businesses would come to Pinole given the speed of traffic on Pinole Valley Road. He also commented that the City of Fremont had an Economic Development Director who reported to the Assistant City Manager. He suggested potential businesses would leave Pinole for other cities in the Bay Area given that Tennent Avenue was a danger zone for businesses.

Irma Ruport, Pinole, spoke to Page 60 of Item 9F and reported she had received an email this date from the Public Works Director who she thanked for the explanation for some of the CIP projects, but asked about the status of five projects that had been removed from the CIP list. She also asked the status of the renovation of the Faria House whether on target for the next quarter but noted that no funding had been identified.

Ms. Ruport questioned why some of the most important projects had been removed whereas the Faria House had been included in the CIP and was not a priority. She asked that the removal of the five CIP projects be agendized for a future meeting and the CIP be brought back for discussion prior to the projects moving forward.

PUBLIC COMMENTS CLOSED

Mayor Pro Tem Murphy requested Items 9E, 9F and 9G be removed from the Consent Calendar for discussion.

ACTION: Motion by Mayor Pro Tem Murphy/ Council member Toms to approve Consent Calendar Items 9A through 9D and Items 9H through 9K, as shown.

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

E. Receive the Quarterly Report on Implementation of the Greenhouse Gas Inventory and Climate Action and Adaptation Plan for Fiscal Year (FY) 2021-22 Fourth Quarter **[Action: Receive Report (Whalen)]**

Mayor Pro Tem Murphy had removed the item from the Consent Calendar to allow an opportunity to express his appreciation to the Community Development staff and all City staff who were pushing the City forward with the Climate Action and Adaptation Plan since the GHG Inventory had now been completed, which was a large step for cities in developing Climate Action Plans (CAPs).

Mayor Pro Tem Murphy recognized staff's incredible progress in such a short time frame, which was exciting. He also congratulated the City on its Sustainability Fellow, which intersected with the work around climate action and work with agencies to build on what made things happen and the Sustainability Fellow would help build the CAP and Adaptation Plan and would be working with the Municipal Code Update Subcommittee. He looked forward to the future.

F. Fiscal Year (FY) 2021/22 Fourth Quarter Report in Implementation of Capital Improvement Plan (CIP) Projects **[Action: Receive Report (Kaur)]**

G. Receive the Quarterly Report on Implementation of the Strategic Plan for Fiscal Year (FY) 2021-22 Fourth Quarter **[Action: Receive Report (Murray)]**

Mayor Pro Tem Murphy stated he had removed the items from the Consent Calendar to acknowledge the City Council had received a memorandum from the Capital Improvement and Environmental Program Manager on the CIP and wanted assurance the memorandum would be part of the record. He had been informed by the City Clerk the memorandum would be part of the agenda packet record as a supplemental item and would be posted on the City website.

Mayor Pro Tem Murphy also expressed concern with some of the projects that had been deferred in the CIP and hoped a larger conversation could be had at some point in the future regarding prioritization. As an example, five projects had been deferred and if that was a recommendation by City staff, the City Council needed to have that conversation and re-negotiate amongst themselves. He asked whether that conversation would be held soon or whether it was part of a prior request for a future agenda item since he had requested at the last City Council meeting a future agenda item to have a discussion to prioritize CIP projects.

City Manager Murray clarified the memorandum from the Capital Improvement and Environmental Program Manager on the CIP spoke to a refresher of the history of action the City Council had taken, it was not a staff recommendation but action the City Council had provided during the budget and CIP approval process and which the City Council had approved. There had been touch points with the City Council about the CIP projects and after multiple rounds of discussions and expansion of some projects, such as the Senior Center Parking Lot and limited renovation of the Faria House, staff had advised while they could do those two things some other things would have to be deferred and that recommendation had been approved by the City Council, which was why it was in the current CIP.

City Manager Murray also clarified some of the confusion could be that the quarterly reports were for the fourth quarter of the last fiscal year, which was reporting the status of the end of the last fiscal year. He clarified, as an example, the Faria House was not a funded project in the last fiscal year. There was a bit of a disconnect since the report was a close out of the last fiscal year CIP and not the status report on the current CIP, which would come as part of the first quarter report in the new fiscal year. Again items that had been added and others deferred had been based on decisions made by the City Council.

City Manager Murray also understood the Mayor Pro Tem's request for a future agenda item was to be a discussion of the process for a methodology to prioritize CIP projects, and was not intended as an actual reconsideration of CIP projects, although the City Council was welcome to have that discussion.

Mayor Pro tem Murphy remained concerned where they were at but thanked staff for the report. He again commented that several projects had been deferred in the CIP which seemed to be of importance and once the City Council had the conversation on the methodology and prioritization of CIP projects, it would come to which projects should be unfunded and un-programmed versus which should not. He was concerned to see that the Master Storm Drain and City Hall Modernization projects had been deferred and hoped that the City Council could come back sooner than later to make decisions related to the budget.

City Manager Murray explained the CIP had been adopted in June 2022, the City Council may agendize a future agenda item to reconsider that item, there could be some related costs on work already done, but staff could consider that direction. The next year's CIP would be discussed soon and that was another opportunity for the City Council to change priorities.

Council member Tave referenced the CIP projects that had been deferred as outlined in the staff memorandum and asked how critical those projects were, and City Manager Murray explained as part of the discussion of adopting the CIP, a whole list of criteria had been used similar to the budgeting exercise.

City Manager Murray added that some CIP projects related to regulatory requirements or required enforcement action and some improved the quality of life in the community or the quality of the environment. A common metric was not used, it was a policy decision similar to the budget process and a values and priority decision made by the City Council. As an example, the City was about to start a public engagement program to create a vision for the Community Corner and how to weigh that capital project with other CIP projects.

City Manager Murray again defined the quarterly updates and the memorandum from staff regarding a refresher of the history of the decision-making for this process. It was not an agenda item and there would be an agenda item on a decision-making rubric during a City Council meeting in November. He suggested the City Council start with that discussion and decide whether or not to make a change to the CIP mid-year, which could be a requested future agenda item.

Mayor Pro Tem Murphy commented the City had invested in the Balancing Act Tool which had been used for the ARPA funds and had a prioritization model that could be considered for the City Council and the public and may be relevant for the conversation in November.

ACTION: Motion by Mayor Pro Tem Murphy/Mayor Salimi to approve Consent Calendar Items 9E through 9G, as shown.

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

10. PUBLIC HEARINGS: None

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 parté communication that is the subject of a Public Hearing must disclose the communication on the record prior to the start of the Public Hearing.

11. OLD BUSINESS: None

ACTION: Motion by Mayor Salimi/Mayor Pro Tem Murphy to Extend the City Council meeting to 11:15 p.m.

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

12. NEW BUSINESS

B. Hate Crime Update **[Action: Receive Report (Gang)]**

Chief of Police Neil Gang presented the staff report dated September 20, 2022, and explained in order to address hate incidents and crimes more actively, the City had begun participating in the national program United Against Hate Week (UAHW), which campaign had brought together municipalities, school districts, and civic organizations to establish a network of support and resources to allow communities to respond to, and to prevent hate, foster inclusion, and promote equity for all. The City would be holding its first annual "Pinole United Against Hate" event at Fernandez Park on November 19, 2022, as well as undertaking additional activities to promote UAHW.

Police Chief Gang also defined hate crimes pursuant to Penal Code 422.55PC, which defined hate crimes as a *criminal act committed in whole or in part because of the victim's actual or perceived disability, gender, nationality, race or ethnicity, religion, sexual orientation, or association with a person or group with one or more of these actual or perceived characteristics.* He described the differences between hate crimes and a hate incident which was an action or behavior motivated by hate, and which for one or more reason was not a crime. Examples included name-calling, insults, displaying hate material on your own property, posting hate material that did not result in property damage and the distribution of materials with hate messages in public places. He also clarified the United States Constitution allowed hate speech as long as it did not interfere with the civil rights of others.

Police Chief Gang also displayed a chart of how hate crimes may be addressed through law enforcement, civic leaders, faith-based organizations, media, industry or business associations, schools and universities, justice, victim advocates, federal agencies and community organizations and institutions.

PUBLIC COMMENTS OPENED

Rafael Menis, Pinole, spoke to the differences between hate crimes versus hate incidents, and asked whether calling someone a name and then damaging their property or driving at someone in a threatening way but not actually striking them rose to the level of a hate crime or a hate incident. And, if the City could not treat hate incidents as a hate crime, he asked whether hate incidents were tracked by the City since it could lead to more serious issues and potential future change.

PUBLIC COMMENTS CLOSED

Mayor Pro Tem Murphy requested that the report commissioned by the Department of Justice that had been referenced in the staff report be made available online, which included information on the increase in hate crimes in the country to Asian American Pacific Islanders (AAPIs), and Black and anti-immigrant communities. He asked whether the Police Department had any liaisons to those particular communities or organizations serving those communities. He also asked whether the District Attorney's Office had a specialized hate crime unit.

Police Chief Gang advised the Pinole Police Department had a Hate Crime Coordinator, and the Police Department had community outreach to various communities through engagement events and correspondence. He also understood the District Attorney's Office also had personnel who worked on hate crimes.

Police Chief Gang also provided the details for the two reported incidents in the City of Pinole including in 2018 at Stewart Elementary School where racist language had been written in the girls' restroom, and another in 2021 where a swastika and racist language had been spray painted near the tennis courts and picnic tables on the concrete slab. Both of those incidents had been defined as vandalism and not a hate crime in the assumption that the incidents involved youth. In those cases, the victim was the City due to the vandalism. Due to the record of the events, the incidents could be tracked and if future events occurred in the same area they could go back and track and possibly connect them. He also clarified that while an incident may not be defined as a hate crime did not mean a police report had not been taken allowing the ability to track and document events.

Council member Martinez-Rubin suggested there were victims to such incidents given they may have 'viewed" the incident. She asked the Police Chief to clarify civil rights to others.

ACTION: Motion by Mayor Salimi/Mayor Pro Tem Murphy to Extend the City Council meeting to 11:30 p.m.

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

Police Chief Gang reiterated the United States Constitution allowed hate speech as long as it did not interfere with the civil rights of others, such as Freedom of Speech, right to be able to move about if someone was blocked, and crimes on property whereby if someone was committing a crime while the hate incidents were occurring would turn into a hate crime.

City Attorney Casher reiterated that the First Amendment allowed for hate speech but if hateful speech was directed towards someone that was harassment infringing on one's civil rights. He suggested if anyone felt offended by speech, conduct or something written on private property it should be reported to law enforcement. The District Attorney was responsible to investigate whether that offensive speech, conduct or something written on private property rose to the level of a hate crime that could then be prosecuted.

City Manager Murray agreed with the City Attorney's comments in that the City needed to hear from its citizens about the experiences they were having in order to develop programs to create a healthy environment and atmosphere in the City.

Police Chief Gang read into the record the Pinole Police Department's policy on hate crime.

The City Council thanked the Chief of Police for the presentation and the work of the Police Department to reach out to the community and ensure the community was safe.

13. CITIZENS TO BE HEARD (Continued from Item 6) (Public Comments)
Only open to members of the public who did not speak under the first Citizens to be Heard, Agenda Item 6.
***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. Individuals may not share or offer time to another speaker.*

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.

Deputy City Clerk, Roxane Stone reported there were no comments from the public.

14. **ADJOURNMENT** to the Regular City Council Meeting of October 18, 2022 in Remembrance of Amber Swartz.

At 11:20 p.m., Mayor Salimi adjourned the meeting to the Regular City Council Meeting of October 18, 2022 in Remembrance of Amber Swartz.

Submitted by:

_____

Heather Bell, CMC
City Clerk

Approved by City Council:

9B

WARRANT LISTING

By Vendor Name

City of Pinole, CA

Payment Dates 9/17/2022 - 10/14/2022

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 4LE00 - 4LEAF, INC.					
J1909A50	100080	09/30/2022	212-462-42101	BDL INSPECTOR CE OFFICER WEED ABET BLD OFFICIAL	40,716.75
J3681A20	100155	10/07/2022	100-231-42101	FIRE INSPECTION LAURICELLA AUGUST 2022	16,800.00
				Vendor 4LE00 - 4LEAF, INC. Total:	**57,516.75**
Vendor: A&K01 - A & K MACHINE SHOP					
12754	100081	09/30/2022	500-641-44306	REPAIR RDT PUMP WPCP	150.00
				Vendor A&K01 - A & K MACHINE SHOP Total:	**150.00**
Vendor: PRO18 - ADT COMMERCIAL					
08312022	100026	09/23/2022	209-553-42108	ALARM AT TINY TOTS	93.20
				Vendor PRO18 - ADT COMMERCIAL Total:	**93.20**
Vendor: AIR10 - AIRGAS USA, LLC					
9991238655	100027	09/23/2022	100-231-44306	RENT CYL MED LARGE AIR FIRE	108.45
				Vendor AIR10 - AIRGAS USA, LLC Total:	**108.45**
Vendor: ALH01 - ALHAMBRA & SIERRA SPRINGS					
19593757 092922	100195	10/14/2022	100-222-42201	WATER PD	329.64
5025519 090622	100082	09/30/2022	500-641-42201	WATER FOR WPCP	136.82
5025531 090622	100082	09/30/2022	100-343-44306	WATER CORP YARD	184.29
				Vendor ALH01 - ALHAMBRA & SIERRA SPRINGS Total:	**650.75**
Vendor: ALL14 - ALLSTAR FIRE EQUIPMENT, INC.					
242270	100028	09/23/2022	100-231-42107	FIREBULL FLUORINE FOAM FIRE	1,714.12
242581	100028	09/23/2022	100-231-42107	COMPRESSOR SERVICE FIRE	1,123.19
				Vendor ALL14 - ALLSTAR FIRE EQUIPMENT, INC. Total:	**2,837.31**
Vendor: AME41 - AMERICAN LEGAL PUBLISHING					
19177	100029	09/23/2022	100-112-42101	AUGUST 2022 EDITING CITY CLERK	461.54
19258	100029	09/23/2022	100-112-42101	AUGUST 2022 FOLION/INTERNET EDITING CITY CLERK	45.25
				Vendor AME41 - AMERICAN LEGAL PUBLISHING Total:	**506.79**
Vendor: AME52 - AMERICAN MESSAGING SERVICE, LLC					
W4102378WI	100030	09/23/2022	525-118-43101	MESSAGING SERVICE FIRE	45.42
W4102378WJ	100196	10/14/2022	525-118-43101	MESSAGING SERVICE OCTOBER 2022 FIRE	45.42
				Vendor AME52 - AMERICAN MESSAGING SERVICE, LLC Total:	**90.84**
Vendor: 2005 - ANIMAL DAMAGE MANAGEMENT, INC					
5839C	100156	10/07/2022	100-345-42108	PEST CONTROL AT BASEBALL FIELD PARKS	250.00
				Vendor 2005 - ANIMAL DAMAGE MANAGEMENT, INC Total:	**250.00**
Vendor: 2250 - ANNA LEA FRANSON					
09272022	100083	09/30/2022	100-222-42514	FACE PAINITNG FOR NNO 2022	650.00
				Vendor 2250 - ANNA LEA FRANSON Total:	**650.00**
Vendor: ARA01 - ARAMARK UNIFORM SERVICES					
860105970 07312022	100197	10/14/2022	100-342-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	180.75
860105970 07312022	100197	10/14/2022	100-343-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	920.20
860105970 07312022	100197	10/14/2022	500-642-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	542.27

WARRANT LISTING **Payment Dates: 9/17/2022 - 10/14/2022**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
860105970 08312022	100197	10/14/2022	100-342-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	177.73
860105970 08312022	100197	10/14/2022	100-343-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	904.82
860105970 08312022	100197	10/14/2022	500-642-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	533.20
860105970 09302022	100197	10/14/2022	100-342-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	216.75
860105970 09302022	100197	10/14/2022	100-343-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	1,103.47
860105970 09302022	100197	10/14/2022	500-642-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	650.27
939388000 09302022	100197	10/14/2022	100-231-42107	SERVICE FOR WPCP PSC FIRE	156.56
939388000 09302022	100197	10/14/2022	100-231-42107	SERVICE FOR WPCP PSC FIRE	156.56
939388000 09302022	100197	10/14/2022	209-552-43804	SERVICE FOR WPCP PSC FIRE	336.89
939388000 09302022	100197	10/14/2022	209-552-43804	SERVICE FOR WPCP PSC FIRE	321.37
939388000 09302022	100197	10/14/2022	500-641-44410	SERVICE FOR WPCP PSC FIRE	324.08
939388000 09302022	100197	10/14/2022	500-641-44410	SERVICE FOR WPCP PSC FIRE	324.08
939388000 09302022	100197	10/14/2022	500-641-44410	SERVICE FOR WPCP PSC FIRE	324.08
939388000 09302022	100197	10/14/2022	500-641-44410	SERVICE FOR WPCP PSC FIRE	321.46
939388000 09302022	100197	10/14/2022	500-641-44410	SERVICE FOR WPCP PSC FIRE	378.33
				Vendor ARA01 - ARAMARK UNIFORM SERVICES Total:	**7,872.87**
Vendor: ARM04 - ARMOR LOCKSMITH SERVICES					
79818	100084	09/30/2022	100-343-44306	DUPLICATES KEY CY	29.57
79876	100084	09/30/2022	100-343-44306	DUPLICATES KEY CY	224.66
				Vendor ARM04 - ARMOR LOCKSMITH SERVICES Total:	**254.23**
Vendor: ATT01 - AT&T					
000018742425	100157	10/07/2022	525-118-43101	PHONE SERVICE MIS	235.30
000018750095	100157	10/07/2022	525-118-43101	PHONE SERVICE FIRE	862.14
000018750101	100157	10/07/2022	525-118-43101	PHONE SERVICE PW	931.83
000018750102	100157	10/07/2022	525-118-43101	PHONE SERVICE ADMINISTRATION	3,993.81
000018750103	100157	10/07/2022	525-118-43101	PHONE SERVICE RECREATION	971.38
000018750104	100157	10/07/2022	525-118-43101	PHONE SERVICE CDD	267.29
000018750106	100157	10/07/2022	525-118-43101	PHONE SERVICE EOC	202.66
000018750629	100157	10/07/2022	525-118-43101	PHONE SERVICE ACCTS PAYABLE	211.81
000018808352	100157	10/07/2022	525-118-43101	TELEPHONE SERVICE PD	2,853.88
				Vendor ATT01 - AT&T Total:	**10,530.10**
Vendor: 1144 - AXON ENTERPRISE, INC.					
INUS102154	100198	10/14/2022	100-221-47101	BODY WORN CAMERAS NEW FOR PD	41,295.00
				Vendor 1144 - AXON ENTERPRISE, INC. Total:	**41,295.00**
Vendor: 1320 - BADAWI & ASSOCIATES					
1292	100199	10/14/2022	100-115-42101	2022 AUDIT FINANCE	18,393.75
				Vendor 1320 - BADAWI & ASSOCIATES Total:	**18,393.75**
Vendor: 2266 - BALANCING ACT					
22-1371	100031	09/23/2022	100-115-42510	PROFESSIONAL SERVICES FINANCE	6,264.00
				Vendor 2266 - BALANCING ACT Total:	**6,264.00**
Vendor: 2419 - BARG COFFIN LEWIS & TRAPP, LLP					
46877	100032	09/23/2022	207-344-42102	MONSANTO SETTLEMENT	165.00
				Vendor 2419 - BARG COFFIN LEWIS & TRAPP, LLP Total:	**165.00**
Vendor: BAY04 - BAY AREA BARRICADE SVC.					
0034770	100085	09/30/2022	100-345-42108	SKATE PARK RULES	570.70
0035070	100158	10/07/2022	100-342-42514	SIGNS NO LT NO PARKING NO U TURN CY	506.27
0035111	100085	09/30/2022	100-342-42514	STOP SLOW DOWN SIGNS	87.52

WARRANT LISTING **Payment Dates: 9/17/2022 - 10/14/2022**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
0035132	100158	10/07/2022	100-342-42514	SIGNS LEFT TURN OK ON GREEN CY	197.55
0035192	100158	10/07/2022	100-342-42514	SIGNS WHITE CONE SIGN TEMPORARY TRAFFIC SIGNAL AHE	234.04
0035287	100200	10/14/2022	100-343-44306	MUST UNLOAD YOUR OWN DEBRIS SIGNS	98.78
				Vendor BAY04 - BAY AREA BARRICADE SVC. Total:	**1,694.86**
Vendor: BEA03 - BEARING ENGINERING CO.					
5622974	100201	10/14/2022	500-641-44306	HI CAP COGGED V-BELTS WPCP	173.22
				Vendor BEA03 - BEARING ENGINERING CO. Total:	**173.22**
Vendor: ESP01 - BELINDA ESPINOSA					
OCTOBER 2022	100086	09/30/2022	100-117-41101	2022 RETIREE MEDICARE REIMBURSEMENT OCTOBER 2022	494.00
				Vendor ESP01 - BELINDA ESPINOSA Total:	**494.00**
Vendor: 2093 - BEST BEST & KRIEGER LLP					
945220	100033	09/23/2022	100-116-42102	PROFESSIONAL SERVICES RENDERD THROUGH 083122	1,240.00
				Vendor 2093 - BEST BEST & KRIEGER LLP Total:	**1,240.00**
Vendor: BIR05 - BIRITE FOODSERVICE DISTRIBUTORS					
6376977	100034	09/23/2022	209-552-43804	FOOD PROGRAM SUPPLIES PSC	1,305.70
6381594	100087	09/30/2022	209-552-43804	FOOD PROGRAM PSC	1,621.67
6385799	100087	09/30/2022	209-552-43804	CREDIT FOOD PROGRAM PSC	-108.88
6386337	100087	09/30/2022	209-552-43804	FOOD PROGRAM PSC	1,404.39
6388530	100087	09/30/2022	209-552-43804	CREDIT FOOD PROGRAM PSC	-66.80
6390496	100087	09/30/2022	209-552-43804	FOOD PROGRAM PSC	237.85
6390497	100087	09/30/2022	209-552-43804	FOOD PROGRAM PSC	1,046.11
				Vendor BIR05 - BIRITE FOODSERVICE DISTRIBUTORS Total:	**5,440.04**
Vendor: BOU01 - BOUND TREE MEDICAL, LLC					
84678663	100035	09/23/2022	100-231-42101	MEDICAL SUPPLIES FIRE	643.21
84680700	100035	09/23/2022	100-231-42104	MEDICAL SUPPLIES FIRE	74.85
84697454	100159	10/07/2022	100-231-42104	MEDICAL SUPPLIES FIRE	543.28
84701295	100202	10/14/2022	100-231-42104	MEDICAL SUPPLIES FIRE	49.92
				Vendor BOU01 - BOUND TREE MEDICAL, LLC Total:	**1,311.26**
Vendor: 1654 - BRINK'S INCORPORATED					
12048424	100036	09/23/2022	100-115-42101	TRANSPORTATION FINANCE	230.83
				Vendor 1654 - BRINK'S INCORPORATED Total:	**230.83**
Vendor: 2401 - C3 INTELLIGENCE, INC.					
29179	100160	10/07/2022	100-116-42504	BACKGROUND PROFESSIONAL SERVICES HR	327.00
				Vendor 2401 - C3 INTELLIGENCE, INC. Total:	**327.00**
Vendor: CAL04 - CALCON SYSTEMS,INC.					
51904	100037	09/23/2022	500-641-42107	FIBER MEDIA CONVERTER SERVICE WPCP	9,055.23
				Vendor CAL04 - CALCON SYSTEMS,INC. Total:	**9,055.23**
Vendor: CAL20 - CALIFORNIA ASSOCIATION OF PROFESSIONAL FIREFIGHTERS					
OCTOBER 2022	100161	10/07/2022	100-231-41008	LONG TERM DISABILITY FIRE	354.00
OCTOBER 2022	100161	10/07/2022	105-231-41008	LONG TERM DISABILITY FIRE	88.50
				Vendor CAL20 - CALIFORNIA ASSOCIATION OF PROFESSIONAL FIREFIGHTERS Total:	**442.50**
Vendor: PER03 - CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTM					
100000016952726	100203	10/14/2022	100-117-41004	UNFUDED ACCRUED LIABILITY OCTOBER 2022	122,253.58
100000016952733	100203	10/14/2022	100-117-41004	UNFUNDED ACCRUED LIABILITY OCTOBER 2022	146,841.25
100000016952741	100203	10/14/2022	100-117-41004	UNFUNDED ACCRUED LIABILITY OCTOBER 2022	137.08
100000016952751	100203	10/14/2022	100-117-41004	UNFUNDED ACCRUED LIABILITY OCTOBER 2022	859.08

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
100000016952758	100203	10/14/2022	100-117-41004	UNFUNDED ACCRUED LIABILITY OCTOBER 2022	486.25
				Vendor PER03 - CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTM Total:	**270,577.24**
Vendor: CAL01 - CALTEST ANALYTICAL LAB					
636503	100088	09/30/2022	500-641-44305	LAB CHEMICALS WPCP	616.55
				Vendor CAL01 - CALTEST ANALYTICAL LAB Total:	**616.55**
Vendor: CAR30 - CAROLLO ENGINEERS INC					
FB26186-18	100089	09/30/2022	500-642-47201	SANITARY SEWER COLLECTION SYSTEM MASTER PLAN	3,019.00
				Vendor CAR30 - CAROLLO ENGINEERS INC Total:	**3,019.00**
Vendor: CCP03 - CCP INDUSTRIES					
IN03099287	100038	09/23/2022	100-343-44410	GLOVES AND MASK COVERALLS CY	259.88
				Vendor CCP03 - CCP INDUSTRIES Total:	**259.88**
Vendor: 2410 - CENTRALSQUARE TECHNOLOGIES, LLC.					
347338	100090	09/30/2022	525-118-42106	TRACK IT SOFTWARE SOLUTION	3,298.35
359902	100090	09/30/2022	525-118-42106	TRACK IT SOFTWARE SOLUTION	10,000.00
360040	100090	09/30/2022	525-118-42106	TRACK IT SOFTWARE SOLUTION	42,800.00
				Vendor 2410 - CENTRALSQUARE TECHNOLOGIES, LLC. Total:	**56,098.35**
Vendor: 2395 - CITIES DIGITAL, INC.					
55073	100039	09/23/2022	100-112-42101	SERVICE PACKAGE SILVER CITY CLERK	3,800.00
				Vendor 2395 - CITIES DIGITAL, INC. Total:	**3,800.00**
Vendor: CIT08 - CITY MECHANICAL, INC					
85812	100040	09/23/2022	209-552-42108	HVAC SERVICE CALL PSC	864.21
85824	100040	09/23/2022	209-553-42108	HVAC SERVICE TINY TOTS	266.79
86021	100091	09/30/2022	209-552-42108	HVAC SERVICE CALL PSC	7,116.48
				Vendor CIT08 - CITY MECHANICAL, INC Total:	**8,247.48**
Vendor: 1568 - CITY PRINT & MAIL					
30536	100092	09/30/2022	325-342-47205	TRAFFIC SIGNAL POSTCARD PW	806.01
				Vendor 1568 - CITY PRINT & MAIL Total:	**806.01**
Vendor: 2289 - CLEAN WORLD GREASE TRAP SERVICES					
02439	100093	09/30/2022	209-552-43810	GREASE TRAP CLEANING PSC	140.00
				Vendor 2289 - CLEAN WORLD GREASE TRAP SERVICES Total:	**140.00**
Vendor: 2405 - CLIENTFIRST CONSULTING GROUP, LLC.					
13886	100094	09/30/2022	525-118-42101	PERMITTING LICENSING SOFTWARE UPGRADES	5,070.00
14041	100094	09/30/2022	525-118-42101	PERMITTING LICENSING SOFTWARE	10,702.50
				Vendor 2405 - CLIENTFIRST CONSULTING GROUP, LLC. Total:	**15,772.50**
Vendor: BAL11 - CLINT BALLARD					
10102022	100204	10/14/2022	100-231-42104	REIMBURSEMENT PARAMEDIC RECERT FIRE	250.00
				Vendor BAL11 - CLINT BALLARD Total:	**250.00**
Vendor: 2242 - COLE PRO MEDIA, LLC					
3148	100095	09/30/2022	225-221-42514	TRANSPARENCY ENGAGEMENT ADVISING PD SEPT. 2022	2,000.00
				Vendor 2242 - COLE PRO MEDIA, LLC Total:	**2,000.00**
Vendor: COM20 - COMCAST					
0018658-09142022	100096	09/30/2022	100-231-43105	CABLE FIRE 73	49.55
0050875-09142022	100096	09/30/2022	100-117-43105	CABLE CH	29.86
0210511-09162022	100205	10/14/2022	525-118-43101	INTERNET PD	170.84
0253131-09092022	100042	09/23/2022	100-231-43105	CABLE FIRE	10.67
0363450-09012022	100042	09/23/2022	215-341-43101	MOBILITY CORRIDOR PROJECT CABLE PW	240.31

WARRANT LISTING **Payment Dates: 9/17/2022 - 10/14/2022**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
0409972--09012022	100042	09/23/2022	100-231-43105	CABLE STATION 74 FIRE	113.80
0413784-09182022	100162	10/07/2022	525-118-43101	INTENET TINY TOTS	146.80
0419492-09022022	100162	10/07/2022	525-118-43101	INTERNET SWIM CENTER	153.89
154625187	100041	09/23/2022	525-118-43101	CABLE UTILITY SERVICES PD	901.94
				Vendor COM20 - COMCAST Total:	**1,817.66**
Vendor: CON56 - CONCENTRA MEDICAL CENTERS					
04212022	100097	09/30/2022	100-116-42101	INJURY VIIST WPCP HOWE	204.17
76559979	100043	09/23/2022	100-116-42101	DOT PHYS FOR WPCP	85.00
76640487	100206	10/14/2022	100-221-42101	PHYSICAL EXAM	80.00
76714618	100163	10/07/2022	100-116-42101	DOT RECERT AND PHYSICAL BENNETT	85.00
76714618	100163	10/07/2022	100-221-42101	DOT RECERT AND PHYSICAL BENNETT	653.00
76797026	100206	10/14/2022	100-221-42101	PHYS TEST PD	1,189.00
				Vendor CON56 - CONCENTRA MEDICAL CENTERS Total:	**2,296.17**
Vendor: CON93 - CONCORD UNIFORMS LLC					
19916	100164	10/07/2022	100-222-44410	NAME TAG CLUTCH BACK SILVER	16.41
				Vendor CON93 - CONCORD UNIFORMS LLC Total:	**16.41**
Vendor: CCC13 - CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT					
705261	100165	10/07/2022	200-342-42101	TRAFFIC SIGNAL MAINTENANCE JULY 2022	4,232.90
705261	100165	10/07/2022	310-347-42101	TRAFFIC SIGNAL MAINTENANCE JULY 2022	589.48
705261	100165	10/07/2022	310-348-42101	TRAFFIC SIGNAL MAINTENANCE JULY 2022	166.14
705310	100207	10/14/2022	200-342-42101	TRAFFIC SIGNAL MAINT AUGUST 2022 PW	5,010.58
705310	100207	10/14/2022	310-347-42101	TRAFFIC SIGNAL MAINT AUGUST 2022 PW	5,399.44
705310	100207	10/14/2022	310-348-42101	TRAFFIC SIGNAL MAINT AUGUST 2022 PW	294.74
				Vendor CCC13 - CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT Total:	**15,693.28**
Vendor: 1616 - CONTRA COSTA COUNTY					
09132022	100044	09/23/2022	100-222-42101	CHILDREN'S INTERVIEW CENTER FY22-23 EXPENSES PD	2,348.77
				Vendor 1616 - CONTRA COSTA COUNTY Total:	**2,348.77**
Vendor: 1539 - CORDICO PSYCHOLOGICAL CORPORATION					
6058	100208	10/14/2022	100-221-42101	PRE EMP PSYCH EVAL PD	800.00
				Vendor 1539 - CORDICO PSYCHOLOGICAL CORPORATION Total:	**800.00**
Vendor: COR12 - CORELOGIC SOLUTIONS LLC					
82143944	100045	09/23/2022	525-118-42510	REALQUEST SOFTWARE INFORMATION	806.41
				Vendor COR12 - CORELOGIC SOLUTIONS LLC Total:	**806.41**
Vendor: 1445 - CORTEZ TIRES AND AUTO REPAIR					
22104	100046	09/23/2022	100-221-42107	POLICE CAR MAINTENANCE OIL CHANGE ALIGNMENT	1,415.14
22105	100046	09/23/2022	100-221-42107	FORD EXPLORER POLICE CAR MAINTENANCE	3,493.18
22166	100046	09/23/2022	100-221-42107	2017 FORD POLICE CAR MAINTENANCE	2,742.56
22222	100098	09/30/2022	100-221-42107	FORD EXPEDTION #820 PD	324.34
22223	100098	09/30/2022	100-221-42107	2007 FORD CROWN #891 PD	1,726.67
22300	100098	09/30/2022	100-221-42107	2016 FORD EXPLORER #808 PD	219.49
				Vendor 1445 - CORTEZ TIRES AND AUTO REPAIR Total:	**9,921.38**
Vendor: CRI07 - CRIME SCENE CLEANERS INC.					
85519	100099	09/30/2022	100-221-42107	PARKING LOT OF PACIFIC CREST APPT CLEAN UP PD	750.00
				Vendor CRI07 - CRIME SCENE CLEANERS INC. Total:	**750.00**

WARRANT LISTING **Payment Dates: 9/17/2022 - 10/14/2022**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 1278 - CRISTINA AHLSTRAND					
09152022	100100	09/30/2022	209-554-42514	NNO CANDY WATER AND CHIPS PYC	199.47
				Vendor 1278 - CRISTINA AHLSTRAND Total:	**199.47**
Vendor: CSI01 - CSI FORENSIC SUPPLY					
PINOLEPD-0001	100209	10/14/2022	100-222-42514	EVIDENCE SUPPLIES PD	244.38
				Vendor CSI01 - CSI FORENSIC SUPPLY Total:	**244.38**
Vendor: 2080 - CSW-STUBER-STROEH ENGINEERING GROUP INC					
2208091	100101	09/30/2022	377-342-47205	PRELIMINARY ENGINEERING AND DESIGN SERVICES	9,321.38
2208129	100166	10/07/2022	106-341-42101	PREPARATION OF OBAG3 GRANT APPLICATIONS	1,377.50
2208129	100166	10/07/2022	106-341-42108	PREPARATION OF OBAG3 GRANT APPLICATIONS	1,377.50
2209004	100101	09/30/2022	106-343-47201	PRELIMINARY ENGINEERING AND DESIGN SERVICES	18,320.00
2209084	100166	10/07/2022	325-342-47205	PRELIMINARY ENGINEERING AND DESIGN SERVICES	402.88
				Vendor 2080 - CSW-STUBER-STROEH ENGINEERING GROUP INC Total:	**30,799.26**
Vendor: COO13 - DANA COOK					
OCTOBER 2022	100102	09/30/2022	100-117-41101	2022 RETIREE MEDICAL REIMBURSEMENT OCTOBER 2022	243.37
				Vendor COO13 - DANA COOK Total:	**243.37**
Vendor: 2264 - DANIEL HOUTS					
09192022	100047	09/23/2022	100-231-42301	REIMBURSEMENT FOR FIRE TRAINING CERTIFICATION	75.00
10102022	100210	10/14/2022	100-231-42104	PARAMEDIC LICENSE RENEWAL FIRE	250.00
				Vendor 2264 - DANIEL HOUTS Total:	**325.00**
Vendor: DAR06 - DARRAH TRUCKING & EXCAVATING INC					
6433	100048	09/23/2022	100-231-42512	WEED ABEMENT CAROL STREET SILVERCREST	3,120.00
				Vendor DAR06 - DARRAH TRUCKING & EXCAVATING INC Total:	**3,120.00**
Vendor: DEP01 - DEPARTMENT OF JUSTICE/ACCOUNTING OFFICE					
601616	100103	09/30/2022	100-116-42101	FINGERPRINTING	64.00
601616	100103	09/30/2022	100-221-42101	FINGERPRINTING	32.00
601616	100103	09/30/2022	100-221-42110	FINGERPRINTING	155.00
				Vendor DEP01 - DEPARTMENT OF JUSTICE/ACCOUNTING OFFICE Total:	**251.00**
Vendor: 1443 - DIESEL DIRECT WEST, INC.					
84729329	100049	09/23/2022	100-10602	ULSD CLEAR FIRE	3,128.54
84738899	100049	09/23/2022	100-10601	GASOLINE UNL CORP YARD	1,923.34
84745062	100104	09/30/2022	100-10601	GAS UNL CY	3,582.48
84750485	100104	09/30/2022	100-10601	GAS UNL CY	2,414.20
84761934	100167	10/07/2022	100-10601	GASOLINE UNL CY	3,703.30
84771668	100211	10/14/2022	100-10602	ULSD CLEAR FIRE	7.70
84775259	100211	10/14/2022	100-10602	ULSD CLEAR FIRE	3,348.94
				Vendor 1443 - DIESEL DIRECT WEST, INC. Total:	**18,108.50**
Vendor: DOL01 - DOLAN'S LUMBER					
SEPTEMBER 2022	100168	10/07/2022	100-345-44306	SUPPLIES CITYWIDE	95.20
SEPTEMBER 2022	100168	10/07/2022	500-641-42108	SUPPLIES CITYWIDE	2,138.04
				Vendor DOL01 - DOLAN'S LUMBER Total:	**2,233.24**
Vendor: NOW01 - DONNA NOW					
291834	100212	10/14/2022	100-222-42201	FAMILY DAY APPRECIATION FACE PAINTING PD	175.00
				Vendor NOW01 - DONNA NOW Total:	**175.00**
Vendor: EBM01 - EBMUD					
10052022	100169	10/07/2022	750-463-42201	EASEMENT APPLI 850 SAN PABLO AVE.	6,400.00

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Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
231773-09202022	100105	09/30/2022	100-343-43102	2887 SIMAS AVE IRRIGATION USE ONLY	168.04
232841-09222022	100170	10/07/2022	100-345-43102	3790 PINOLE VALLEY RD-IRRIGATION USE ONLY	9,763.48
520575-09202022	100105	09/30/2022	100-345-43102	2690 BOX CANYON RD-IRRIGATION USE ONLY	168.04
556324-09202022	100105	09/30/2022	100-345-43102	3790 PINOLE VALLEY ROAD IRRIGATION USE ONLY	4,781.32
9000004	100213	10/14/2022	500-641-44304	BACWA FY23 MEMBERSHIP AND SPECIAL PROGRAM WPCP	12,950.00
				Vendor EBM01 - EBMUD Total:	**34,230.88**
Vendor: 1574 - ERA- ENVIRONMENTAL RESOURCES ASSOCIATES					
018597	100106	09/30/2022	500-641-44305	LAB CHEMICALS SUPPLIES WPCP	2,436.23
				Vendor 1574 - ERA- ENVIRONMENTAL RESOURCES ASSOCIATES Total:	**2,436.23**
Vendor: FIS01 - FISHER SCIENTIFIC					
6402135	100171	10/07/2022	500-641-44303	IODIDE AND ACETATE BUFF WPCP	332.71
				Vendor FIS01 - FISHER SCIENTIFIC Total:	**332.71**
Vendor: GAT07 - GATEWAY PINOLE VISTA, LLC					
OCTOBER 2022	100107	09/30/2022	201-343-42513	1340 FITZGERALD DRIVE LEASE PAYMENT	100.00
				Vendor GAT07 - GATEWAY PINOLE VISTA, LLC Total:	**100.00**
Vendor: 1191 - GERALDINE A. PORTER					
AUGUST 2022	100050	09/23/2022	209-20015	GIFT SHOP SALES PSC	17.00
				Vendor 1191 - GERALDINE A. PORTER Total:	**17.00**
Vendor: GLO08 - GLOBALSTAR					
000000036889528	100051	09/23/2022	525-118-43101	SOFTWARE MAINTENANCE IT	136.88
000000038401163	100172	10/07/2022	525-118-43101	SOFTWARE SERVICE CHARGE	136.88
				Vendor GLO08 - GLOBALSTAR Total:	**273.76**
Vendor: 1653 - GOT POWER, INC.					
01-64065	100108	09/30/2022	100-222-42108	SERVICE AND INSPECTION PD	1,710.00
				Vendor 1653 - GOT POWER, INC. Total:	**1,710.00**
Vendor: 2439 - GOVINVEST INC.					
2022-4019	100214	10/14/2022	100-115-42101	FY22 GAS B 75 FULL VALUATION FEE FINANCE	2,750.00
				Vendor 2439 - GOVINVEST INC. Total:	**2,750.00**
Vendor: 2094 - GOVQA, LLC					
INV1224	100052	09/23/2022	525-118-42106	ESSENTIALS ADMIN SEATS	83.33
INV1428	100052	09/23/2022	525-118-42106	LICENSES AND SOFTWARE	6,830.00
				Vendor 2094 - GOVQA, LLC Total:	**6,913.33**
Vendor: GRA03 - GRAINGER					
9451634969	100173	10/07/2022	500-641-44306	BATTERY PACK BK WPCP	30.79
9458034544	100215	10/14/2022	500-641-44306	HIP WADER STEEL BLACK WPCP	99.40
9459707866	100215	10/14/2022	500-641-44306	INPUT/OUTPUT CARD WPCP	283.48
				Vendor GRA03 - GRAINGER Total:	**413.67**
Vendor: 1112 - GRAY-BOWEN-SCOTT					
21631	100109	09/30/2022	325-342-47205	PM SERVICES: DESIGN PHASE OF SPA BRIDGE REPLACMNT	6,990.00
				Vendor 1112 - GRAY-BOWEN-SCOTT Total:	**6,990.00**
Vendor: 2371 - GREEN HALO SYSTEMS INC					
3816	100110	09/30/2022	212-462-42106	MONTHLY HOST ACCESS SEPT. 2022	175.00
				Vendor 2371 - GREEN HALO SYSTEMS INC Total:	**175.00**

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Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: H&R02 - H & R PLUMBING AND DRAIN CLEANING, INC.					
2451	100216	10/14/2022	500-641-42108	CONCRETE STRUCTURE REPAIR WPCP	7,200.00
				Vendor H&R02 - H & R PLUMBING AND DRAIN CLEANING, INC. Total:	**7,200.00**
Vendor: HAC01 - HACH COMPANY					
13240423	100111	09/30/2022	500-641-44303	CHEMICALS WPCP	775.74
13253311	100111	09/30/2022	500-641-44305	CHEMICALS SUPPLIES LAB WPCP	137.40
13255376	100111	09/30/2022	500-641-44305	CHEMICALS SUPPLIES LAB WPCP	185.85
13275910	100217	10/14/2022	500-641-44305	NITRIFICATION INHIBITOR WPCP	371.07
				Vendor HAC01 - HACH COMPANY Total:	**1,470.06**
Vendor: HEA01 - HEALTH CARE DENTAL TRUST					
319087	100053	09/23/2022	100-110-41002	DENTAL BENEFITS SEPTEMBER 2022	473.68
319087	100053	09/23/2022	100-111-41002	DENTAL BENEFITS SEPTEMBER 2022	364.69
319087	100053	09/23/2022	100-112-41002	DENTAL BENEFITS SEPTEMBER 2022	127.85
319087	100053	09/23/2022	100-113-41002	DENTAL BENEFITS SEPTEMBER 2022	50.88
319087	100053	09/23/2022	100-115-41002	DENTAL BENEFITS SEPTEMBER 2022	364.69
319087	100053	09/23/2022	100-116-41002	DENTAL BENEFITS SEPTEMBER 2022	178.73
319087	100053	09/23/2022	100-221-41002	DENTAL BENEFITS SEPTEMBER 2022	1,392.12
319087	100053	09/23/2022	100-221-41002	DENTAL BENEFITS SEPTEMBER 2022	236.84
319087	100053	09/23/2022	100-222-41002	DENTAL BENEFITS SEPTEMBER 2022	50.88
319087	100053	09/23/2022	100-222-41002	DENTAL BENEFITS SEPTEMBER 2022	229.61
319087	100053	09/23/2022	100-223-41002	DENTAL BENEFITS SEPTEMBER 2022	1,304.82
319087	100053	09/23/2022	100-231-41002	DENTAL BENEFITS SEPTEMBER 2022	1,052.71
319087	100053	09/23/2022	100-341-41002	DENTAL BENEFITS SEPTEMBER 2022	408.34
319087	100053	09/23/2022	100-343-41002	DENTAL BENEFITS SEPTEMBER 2022	1,112.93
319087	100053	09/23/2022	105-221-41002	DENTAL BENEFITS SEPTEMBER 2022	601.53
319087	100053	09/23/2022	105-231-41002	DENTAL BENEFITS SEPTEMBER 2022	180.53
319087	100053	09/23/2022	105-231-41002	DENTAL BENEFITS SEPTEMBER 2022	50.88
319087	100053	09/23/2022	106-222-41002	DENTAL BENEFITS SEPTEMBER 2022	127.84
319087	100053	09/23/2022	106-231-41002	DENTAL BENEFITS SEPTEMBER 2022	108.99
319087	100053	09/23/2022	209-551-41002	DENTAL BENEFITS SEPTEMBER 2022	127.85
319087	100053	09/23/2022	209-552-41002	DENTAL BENEFITS SEPTEMBER 2022	91.58
319087	100053	09/23/2022	209-554-41002	DENTAL BENEFITS SEPTEMBER 2022	115.07
319087	100053	09/23/2022	212-461-41002	DENTAL BENEFITS SEPTEMBER 2022	255.70
319087	100053	09/23/2022	500-641-41002	DENTAL BENEFITS SEPTEMBER 2022	805.05

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Payment Dates: 9/17/2022 - 10/14/2022

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
319087	100053	09/23/2022	500-642-41002	DENTAL BENEFITS SEPTEMBER 2022	229.61
319087	100053	09/23/2022	505-119-41002	DENTAL BENEFITS SEPTEMBER 2022	255.70
319087	100053	09/23/2022	998-20105	DENTAL BENEFITS SEPTEMBER 2022	12.79
319087	100053	09/23/2022	998-20105	DENTAL BENEFITS SEPTEMBER 2022	10.18
319087	100053	09/23/2022	998-20105	DENTAL BENEFITS SEPTEMBER 2022	127.85
319087	100053	09/23/2022	998-20105	DENTAL BENEFITS SEPTEMBER 2022	280.49
				Vendor HEA01 - HEALTH CARE DENTAL TRUST Total:	**10,730.41**
Vendor: HOM01 - HOME DEPOT CREDIT SERVICE					
SEPTEMBER 2022	100174	10/07/2022	100-342-44306	CITYWIDE SUPPLIES	31.50
SEPTEMBER 2022	100174	10/07/2022	100-342-44306	CITYWIDE SUPPLIES	19.40
SEPTEMBER 2022	100174	10/07/2022	100-342-44306	CITYWIDE SUPPLIES	21.82
SEPTEMBER 2022	100174	10/07/2022	100-343-44306	CITYWIDE SUPPLIES	100.01
SEPTEMBER 2022	100174	10/07/2022	100-343-44306	CITYWIDE SUPPLIES	134.41
SEPTEMBER 2022	100174	10/07/2022	100-343-44306	CITYWIDE SUPPLIES	63.79
SEPTEMBER 2022	100174	10/07/2022	100-343-47107	CITYWIDE SUPPLIES	510.19
SEPTEMBER 2022	100174	10/07/2022	100-345-44306	CITYWIDE SUPPLIES	14.58
SEPTEMBER 2022	100174	10/07/2022	100-345-44306	CITYWIDE SUPPLIES	128.03
SEPTEMBER 2022	100174	10/07/2022	209-552-44306	CITYWIDE SUPPLIES	188.52
SEPTEMBER 2022	100174	10/07/2022	209-552-44306	CITYWIDE SUPPLIES	21.78
SEPTEMBER 2022	100174	10/07/2022	209-552-44306	CITYWIDE SUPPLIES	100.09
SEPTEMBER 2022	100174	10/07/2022	209-552-44306	CITYWIDE SUPPLIES	20.74
SEPTEMBER 2022	100174	10/07/2022	209-553-44306	CITYWIDE SUPPLIES	29.43
SEPTEMBER 2022	100174	10/07/2022	209-558-44306	CITYWIDE SUPPLIES	173.15
SEPTEMBER 2022	100174	10/07/2022	310-347-42108	CITYWIDE SUPPLIES	10.36
SEPTEMBER 2022	100174	10/07/2022	310-347-42108	CITYWIDE SUPPLIES	267.32
SEPTEMBER 2022	100174	10/07/2022	500-641-42108	CITYWIDE SUPPLIES	221.55
SEPTEMBER 2022	100174	10/07/2022	500-641-44306	CITYWIDE SUPPLIES	69.64
SEPTEMBER 2022	100174	10/07/2022	500-641-44306	CITYWIDE SUPPLIES	43.50
SEPTEMBER 2022	100174	10/07/2022	500-641-44306	CITYWIDE SUPPLIES	43.06
SEPTEMBER 2022	100174	10/07/2022	500-641-44306	CITYWIDE SUPPLIES	225.67
				Vendor HOM01 - HOME DEPOT CREDIT SERVICE Total:	**2,438.54**
Vendor: HOR05 - HORIZON					
1R307902	100112	09/30/2022	100-345-44306	IRRIGATIONS SUPPLIES AND VALVES CY	442.26
1R307903	100112	09/30/2022	100-345-44306	VALVE BOX CY	35.72
				Vendor HOR05 - HORIZON Total:	**477.98**
Vendor: 1683 - HYDROSCIENCE ENGINEERS, INC.					
459002002	100113	09/30/2022	503-643-42101	REDLINE EDITS TO AS-BUILTS	4,925.00
				Vendor 1683 - HYDROSCIENCE ENGINEERS, INC. Total:	**4,925.00**
Vendor: IED02 - IEDA, INC.					
23895	100175	10/07/2022	100-116-42101	LABOR RELATIONS OCTOBER 2022	2,436.39
				Vendor IED02 - IEDA, INC. Total:	**2,436.39**
Vendor: IMA01 - IMAGE SALES, INC.					
0073278-IN	100054	09/23/2022	100-222-42201	ID CARD BADGES FOR PD	22.16
				Vendor IMA01 - IMAGE SALES, INC. Total:	**22.16**
Vendor: CUL03 - ISING'S CULLIGAN-LIVERMORE					
379X08085305	100176	10/07/2022	500-641-44305	DEINOZATION SERVICE WPCP	1,191.60
				Vendor CUL03 - ISING'S CULLIGAN-LIVERMORE Total:	**1,191.60**
Vendor: JWE01 - J. W. ENTERPRISES - NORTH					
244097	100114	09/30/2022	100-551-42511	PORTABLE TOILET RENTAL REC	142.77
				Vendor JWE01 - J. W. ENTERPRISES - NORTH Total:	**142.77**

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Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: MEL05 - JAMES MELVIN					
OCTOBER 2022	100115	09/30/2022	100-117-41101	2022 RETIREE MEDICARE REIMB OCTOBER 2022	154.10
				Vendor MEL05 - JAMES MELVIN Total:	**154.10**
Vendor: JAN92 - JAN-PRO OF THE GREATER BAY AREA					
14159	100177	10/07/2022	209-554-42108	JANITORIAL SERVICES OCTOBER 2022 PYC	456.00
14160	100177	10/07/2022	209-552-42108	JANITORIAL SERVICE OCTOBER 2022 PSC	422.00
14161	100177	10/07/2022	209-552-43810	JANITORIAL SERVICES OCTOBER 2022 PSC KITCHEN	405.00
14162	100177	10/07/2022	209-553-42108	JANITORIAL SERVICES OCTOBER 2022 TINY TOTS	487.00
				Vendor JAN92 - JAN-PRO OF THE GREATER BAY AREA Total:	**1,770.00**
Vendor: 2364 - JEFFREY TEEL					
09262022	100116	09/30/2022	100-221-42302	MILEAGE TO THE PD ACADEMY PD	468.00
10102022	100218	10/14/2022	100-221-42302	REIMBURSEMENT MILEAGE FOR PD ACADEMY	468.00
				Vendor 2364 - JEFFREY TEEL Total:	**936.00**
Vendor: 1630 - JOHN AND CLAIRE INVESTIGATIONS					
1375	100117	09/30/2022	100-222-42101	POLICE OFFICER BACKGROUND HUERTA PD	1,933.50
				Vendor 1630 - JOHN AND CLAIRE INVESTIGATIONS Total:	**1,933.50**
Vendor: HAR29 - JOHN HARDESTER					
OCTOBER 2022	100118	09/30/2022	100-117-41101	2022 RETIREE MEDICARE REIMBUR OCTOBER 2022	250.50
				Vendor HAR29 - JOHN HARDESTER Total:	**250.50**
Vendor: MIS01 - JULIAN MISRA					
OCTOBER 2022	100119	09/30/2022	100-117-41101	2022 RETIREE MEDICARE REIMBU OCTOBER 2022	221.80
				Vendor MIS01 - JULIAN MISRA Total:	**221.80**
Vendor: 1546 - KATHERINE DUFF					
AUGUST 2022	100055	09/23/2022	209-20015	GIFT SHOP SALES PSC	10.00
				Vendor 1546 - KATHERINE DUFF Total:	**10.00**
Vendor: KEL09 - KELLER CANYON LANDFILL					
4212-000031441	100056	09/23/2022	500-641-44302	SLUDGE REMOVAL WPCP	8,002.40
4212-000031481	100219	10/14/2022	500-641-44302	SLUDGE REMOVAL WPCP	6,414.15
				Vendor KEL09 - KELLER CANYON LANDFILL Total:	**14,416.55**
Vendor: COP02 - KENETH COPPO					
OCTOBER 2022	100120	09/30/2022	100-117-41101	2022 RETIREE MEDICAL REIMB OCTOBER 2022	1,148.64
				Vendor COP02 - KENETH COPPO Total:	**1,148.64**
Vendor: KEN09 - KENNEDY AND ASSOCIATES, INC.					
22-158	100121	09/30/2022	207-344-42101	ANNUAL STORM WATER REPORT NPDES PW	3,248.50
22-159	100057	09/23/2022	100-341-42101	600 ROBLE PW21-0445 PW	174.75
22-160	100057	09/23/2022	100-341-42101	PINOLE SHORES SWCP PL21-0090 PW	58.25
22-161	100057	09/23/2022	100-341-42101	2151 APPIAN BP22-0169 PW	233.00
22-170	100057	09/23/2022	100-341-42101	TARGET PARKING SWCP REVIEW BP22-0145 PW	174.75
				Vendor KEN09 - KENNEDY AND ASSOCIATES, INC. Total:	**3,889.25**
Vendor: KUB00 - KUBWATER RESOURCES, INC.					
11304	100058	09/23/2022	500-641-44303	LAB SUPPLIES ZETAG BAGS WPCP	28,166.27
				Vendor KUB00 - KUBWATER RESOURCES, INC. Total:	**28,166.27**

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Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 2438 - KYLE METZLER					
09302022	100178	10/07/2022	100-231-42301	ACLS CERTIFICATION RENEWAL CLASS FIRE	300.00
				Vendor 2438 - KYLE METZLER Total:	**300.00**
Vendor: 2432 - L.E.O. MOTIVATION LLC					
100	100122	09/30/2022	100-221-42304	MOTIVATIONAL SPEAKER PD	932.16
				Vendor 2432 - L.E.O. MOTIVATION LLC Total:	**932.16**
Vendor: LAK01 - LAKESHORE					
481915090822	100059	09/23/2022	209-553-47107	PORTABLE HANDWASHING SINK TINY TOTS	2,087.13
482412090822	100059	09/23/2022	209-553-42514	SCHOOL SUPPLIES TINY TOTS	170.82
				Vendor LAK01 - LAKESHORE Total:	**2,257.95**
Vendor: LAN15 - LANGUAGE LINE SERVICES					
10626149	100060	09/23/2022	100-223-42101	OVER THE PHONE INTERPRETATION PD	228.42
				Vendor LAN15 - LANGUAGE LINE SERVICES Total:	**228.42**
Vendor: LAR04 - LARRY WALKER ASSOCIATES					
00243.11-17	100220	10/14/2022	500-641-42101	ONGOING NPDES PERMIT ASSISTANCE WPCP	451.00
				Vendor LAR04 - LARRY WALKER ASSOCIATES Total:	**451.00**
Vendor: 2420 - LETCHER BROS. AUTO REPAIR, INC.					
93543	100221	10/14/2022	100-231-42107	HEATER HOSE FIRE	475.17
				Vendor 2420 - LETCHER BROS. AUTO REPAIR, INC. Total:	**475.17**
Vendor: 2390 - LETICIA ANDREAS					
10102022	100222	10/14/2022	100-231-42302	COASTAL CLEAN UP MATERIALS MILEAGE REIMB	33.93
				Vendor 2390 - LETICIA ANDREAS Total:	**33.93**
Vendor: CUR03 - LN CURTIS & SONS					
CM33248	100061	09/23/2022	100-231-44410	MEN'S RESPONDER HI-VIS PARKA FIRE	-584.97
INV630648	100061	09/23/2022	100-231-42107	COUPLED 1.5NH YELLOW 187 SPEC TYPE II HOSE FIRE	2,001.41
INV634220	100179	10/07/2022	100-231-44410	MEN'S RESPONDER PARK FIRE	623.63
				Vendor CUR03 - LN CURTIS & SONS Total:	**2,040.07**
Vendor: MAN01 - MANNA FOODS, INC.					
991263	100123	09/30/2022	209-552-43807	FOOD PROGRAM PSC	415.50
991264	100123	09/30/2022	209-552-43804	FOOD PROGRAM PSC	225.46
				Vendor MAN01 - MANNA FOODS, INC. Total:	**640.96**
Vendor: 2427 - MARK GRAHAM					
22-44	100062	09/23/2022	100-221-42101	POLYGRAPH EXAMINATIONS PD	1,400.00
				Vendor 2427 - MARK GRAHAM Total:	**1,400.00**
Vendor: DRA01 - MARY DRAZBA					
OCTOBER 2022	100124	09/30/2022	100-117-41101	2022 RETIREE MEDICAL REIMB OCTOBER 2022	404.34
				Vendor DRA01 - MARY DRAZBA Total:	**404.34**
Vendor: ROB21 - MARY ROBERTS					
OCTOBER 2022	100125	09/30/2022	100-117-41101	2022 RETIREE MEDICARE REIMBUR OCTOBER 2022	170.10
				Vendor ROB21 - MARY ROBERTS Total:	**170.10**
Vendor: 1057 - MAUREEN TOMS					
10072022	100223	10/14/2022	100-110-42302	AIRFARE, HOTEL, MEALS AND TRANSPORTATION CONFERENC	462.44
10072022	100223	10/14/2022	100-110-42302	AIRFARE, HOTEL, MEALS AND TRANSPORTATION CONFERENC	197.96
10072022	100223	10/14/2022	100-110-42302	AIRFARE, HOTEL, MEALS AND TRANSPORTATION CONFERENC	34.21

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10072022	100223	10/14/2022	100-110-42302	AIRFARE, HOTEL, MEALS AND TRANSPORTATION CONFERENC	20.94
10072022	100223	10/14/2022	100-110-42302	AIRFARE, HOTEL, MEALS AND TRANSPORTATION CONFERENC	23.38
10072022	100223	10/14/2022	100-110-42302	AIRFARE, HOTEL, MEALS AND TRANSPORTATION CONFERENC	19.19
10072022	100223	10/14/2022	100-110-42302	AIRFARE, HOTEL, MEALS AND TRANSPORTATION CONFERENC	57.00
10072022	100223	10/14/2022	100-110-42302	AIRFARE, HOTEL, MEALS AND TRANSPORTATION CONFERENC	22.71
10072022	100223	10/14/2022	100-110-42303	AIRFARE, HOTEL, MEALS AND TRANSPORTATION CONFERENC	34.00
10072022	100223	10/14/2022	100-110-42303	AIRFARE, HOTEL, MEALS AND TRANSPORTATION CONFERENC	18.00
				Vendor 1057 - MAUREEN TOMS Total:	**889.83**
Vendor: MCM05 - MCMASTER-CARR SUPPLY C0.					
84508432	100126	09/30/2022	500-641-44306	PLUMBINB SUPPLIES WPCP	306.83
85307905	100224	10/14/2022	500-641-44306	PIPES SUPPLIES WPCP	245.73
				Vendor MCM05 - MCMASTER-CARR SUPPLY C0. Total:	**552.56**
Vendor: 1311 - M-GROUP					
2003389	100127	09/30/2022	212-461-42101	ON CALL PLANNING SERVICES SENIOR PLANNER PLANNING	18,173.75
2003421	100180	10/07/2022	212-20346	CEQA REVIEW 830 SPA PLANNING	2,353.50
				Vendor 1311 - M-GROUP Total:	**20,527.25**
Vendor: 1139 - MICHAEL BAKER INTERNATIONAL, INC.					
1157480	100128	09/30/2022	212-461-42101	HOUSING ELEMENT PROFESSIONAL SERVICES PLANNING	28,114.96
				Vendor 1139 - MICHAEL BAKER INTERNATIONAL, INC. Total:	**28,114.96**
Vendor: 1115 - MICHELLE FITZER					
OCTOBER 2022	100129	09/30/2022	100-117-41101	2022 RETIREE MEDICARE REIMB OCTOBER 2022	372.30
				Vendor 1115 - MICHELLE FITZER Total:	**372.30**
Vendor: 2433 - MOUNTAIN INSIGHT CONSULTING					
09262022	100130	09/30/2022	100-341-42101	CD & PW TEAM BUILDING	4,712.24
09262022	100130	09/30/2022	212-462-42301	CD & PW TEAM BUILDING	4,712.24
				Vendor 2433 - MOUNTAIN INSIGHT CONSULTING Total:	**9,424.48**
Vendor: 2437 - MRU INSTRUMENTS INC.					
7004522	100225	10/14/2022	500-641-47101	OPTIMAX BIOGAS ANALYZER WPCP	5,290.00
				Vendor 2437 - MRU INSTRUMENTS INC. Total:	**5,290.00**
Vendor: 2378 - MTS TRAINING ACADEMY, INC.					
4380	100131	09/30/2022	500-641-42301	CLASS B LICENSE WPCP	5,785.00
				Vendor 2378 - MTS TRAINING ACADEMY, INC. Total:	**5,785.00**
Vendor: MUN07 - MUNICIPAL POOLING AUTH.					
INV002822	100226	10/14/2022	100-110-41005	EAP 07-22 09-22	56.73
INV002822	100226	10/14/2022	100-111-41005	EAP 07-22 09-22	22.69
INV002822	100226	10/14/2022	100-112-41005	EAP 07-22 09-22	22.70
INV002822	100226	10/14/2022	100-113-41005	EAP 07-22 09-22	11.35
INV002822	100226	10/14/2022	100-115-41005	EAP 07-22 09-22	34.04
INV002822	100226	10/14/2022	100-116-41005	EAP 07-22 09-22	22.69
INV002822	100226	10/14/2022	100-221-41005	EAP 07-22 09-22	192.88
INV002822	100226	10/14/2022	100-222-41005	EAP 07-22 09-22	45.39
INV002822	100226	10/14/2022	100-223-41005	EAP 07-22 09-22	124.80
INV002822	100226	10/14/2022	100-231-41005	EAP 07-22 09-22	147.50
INV002822	100226	10/14/2022	100-341-41005	EAP 07-22 09-22	22.70
INV002822	100226	10/14/2022	100-343-41005	EAP 07-22 09-22	113.46
INV002822	100226	10/14/2022	105-221-41005	EAP 07-22 09-22	56.73

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INV002822	100226	10/14/2022	105-231-41005	EAP 07-22 09-22	45.38
INV002822	100226	10/14/2022	106-222-41005	EAP 07-22 09-22	11.35
INV002822	100226	10/14/2022	106-231-41005	EAP 07-22 09-22	11.35
INV002822	100226	10/14/2022	209-551-41005	EAP 07-22 09-22	22.69
INV002822	100226	10/14/2022	209-552-41005	EAP 07-22 09-22	22.69
INV002822	100226	10/14/2022	209-553-41005	EAP 07-22 09-22	11.35
INV002822	100226	10/14/2022	209-554-41005	EAP 07-22 09-22	11.35
INV002822	100226	10/14/2022	212-461-41005	EAP 07-22 09-22	22.68
INV002822	100226	10/14/2022	212-462-41005	EAP 07-22 09-22	22.70
INV002822	100226	10/14/2022	500-641-41005	EAP 07-22 09-22	113.46
INV002822	100226	10/14/2022	500-642-41005	EAP 07-22 09-22	34.04
INV002822	100226	10/14/2022	505-119-41005	EAP 07-22 09-22	22.65
INV002838	100226	10/14/2022	100-221-46201	UNMET LIABILITY DEDUCTIBLE AUGUST 2022	2,068.87
				Vendor MUN07 - MUNICIPAL POOLING AUTH. Total:	**3,294.22**
Vendor: MYE01 - MYERS STEVENS & TOOHEY CO					
1387949	100132	09/30/2022	100-221-41008	INSURANCE PREMIUM LTD PD	445.50
1387949	100132	09/30/2022	100-223-41008	INSURANCE PREMIUM LTD PD	266.20
1387949	100132	09/30/2022	105-221-41008	INSURANCE PREMIUM LTD PD	29.70
				Vendor MYE01 - MYERS STEVENS & TOOHEY CO Total:	**741.40**
Vendor: 2441 - NELSON CONNECTS					
6404534	100227	10/14/2022	100-341-42101	ADMIN ASSISTANT PW	712.80
6405167	100227	10/14/2022	100-341-42101	ADMIN ASSISTANT FOR PW	1,853.28
				Vendor 2441 - NELSON CONNECTS Total:	**2,566.08**
Vendor: 2422 - NORCAL SCAFFOLDING, INC.					
14568	100063	09/23/2022	500-641-42108	DIGESTER TANK #1 AND #3 WPCP	2,554.00
				Vendor 2422 - NORCAL SCAFFOLDING, INC. Total:	**2,554.00**
Vendor: 1333 - NORMA MARTINEZ-RUBIN					
10052022	100228	10/14/2022	100-110-42302	CAL CITIES ANNUAL CONFERENCE	562.09
10052022	100228	10/14/2022	100-110-42302	CAL CITIES ANNUAL CONFERENCE	200.34
10052022	100228	10/14/2022	100-110-42303	CAL CITIES ANNUAL CONFERENCE	6.68
10052022	100228	10/14/2022	100-110-42303	CAL CITIES ANNUAL CONFERENCE	18.52
10052022	100228	10/14/2022	100-110-42303	CAL CITIES ANNUAL CONFERENCE	13.67
10052022	100228	10/14/2022	100-110-42303	CAL CITIES ANNUAL CONFERENCE	13.38
10052022	100228	10/14/2022	100-110-42303	CAL CITIES ANNUAL CONFERENCE	12.16
10052022	100228	10/14/2022	100-110-42303	CAL CITIES ANNUAL CONFERENCE	6.97
10052022	100228	10/14/2022	100-110-42303	CAL CITIES ANNUAL CONFERENCE	5.57
				Vendor 1333 - NORMA MARTINEZ-RUBIN Total:	**839.38**
Vendor: 2400 - NORTHWESTERN UNIVERSITY					
21162	100133	09/30/2022	100-221-42301	TRAINING PD	300.00
				Vendor 2400 - NORTHWESTERN UNIVERSITY Total:	**300.00**
Vendor: 1740 - OCAMPO WELLNESS AND TRAINING CENTER					
INV0006023	100064	09/23/2022	100-111-42514	SMALL BUSINESS ASSISTANCE RELIEF PROGRAM	1,315.78
				Vendor 1740 - OCAMPO WELLNESS AND TRAINING CENTER Total:	**1,315.78**
Vendor: OLI01 - OLIVERS TOWING INC					
21-10765-7	100065	09/23/2022	100-221-42107	STORAGE FEE PD	310.00
				Vendor OLI01 - OLIVERS TOWING INC Total:	**310.00**

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Vendor: O'R01 - O'REILLY AUTOMOTIVE, INC					
SEPTEMBER 2022	100229	10/14/2022	100-343-44306	CITYWIDE PURCHASES	31.94
SEPTEMBER 2022	100229	10/14/2022	100-343-44306	CITYWIDE PURCHASES	40.56
SEPTEMBER 2022	100229	10/14/2022	100-343-44306	CITYWIDE PURCHASES	75.46
SEPTEMBER 2022	100229	10/14/2022	100-343-44306	CITYWIDE PURCHASES	13.97
SEPTEMBER 2022	100229	10/14/2022	100-343-44306	CITYWIDE PURCHASES	8.76
SEPTEMBER 2022	100229	10/14/2022	100-343-44306	CITYWIDE PURCHASES	26.53
SEPTEMBER 2022	100229	10/14/2022	500-641-44306	CITYWIDE PURCHASES	39.66
				Vendor O'R01 - O'REILLY AUTOMOTIVE, INC Total:	**236.88**
Vendor: OTI01 - OTIS ELEVATOR COMPANY					
100400916796	100134	09/30/2022	209-553-42108	MAINTENANCE SERVICE OCTOBER 2022 PYC	177.94
100400917360	100066	09/23/2022	100-343-42108	MAINTENANCE SERVICE OCTOBER 2022 CH	120.69
100400917402	100134	09/30/2022	100-222-42108	MAINTENANCE SAFETY BLDG OCTOBER 2022	120.64
				Vendor OTI01 - OTIS ELEVATOR COMPANY Total:	**419.27**
Vendor: 1555 - OWEN EQUIPMENT					
00057698	100181	10/07/2022	207-344-42107	EXTENSION BROOM CY	517.90
				Vendor 1555 - OWEN EQUIPMENT Total:	**517.90**
Vendor: PAC41 - PACIFIC ECORISK					
18503	100230	10/14/2022	500-641-44305	NPDES ACUTE WET TESTING WPCP	1,046.00
				Vendor PAC41 - PACIFIC ECORISK Total:	**1,046.00**
Vendor: ATH02 - PATRICIA ATHENOUR					
OCTOBER 2022	100135	09/30/2022	100-117-41101	2022 RETIREE MEDICARE REIMB OCTOBER 2022	170.10
				Vendor ATH02 - PATRICIA ATHENOUR Total:	**170.10**
Vendor: CLA17 - PAUL CLANCY					
OCTOBER 2022	100136	09/30/2022	100-117-41101	2022 RETIREE MEDICAL REIMBU OCTOBER 2022	313.66
				Vendor CLA17 - PAUL CLANCY Total:	**313.66**
Vendor: PGE01 - PG&E					
0081-09192022	100182	10/07/2022	200-342-43103	2501 SAN PABLO AVE TRAFFIC CONTROLLER	84.03
0209-09192022	100182	10/07/2022	200-342-43103	S/E CORNER SAN PABLO AVE & TENNENT TRAFFIC SIGNAL	90.17
0217-09192022	100182	10/07/2022	100-345-43103	TENNENT & PARK ST CLUB HOUSE	19.42
0466-09212022	100182	10/07/2022	209-554-43103	635 TENNENT AVE YOUTH CTR/CATV	202.39
0466-09212022	100182	10/07/2022	505-119-43103	635 TENNENT AVE YOUTH CTR/CATV	303.58
0498-09122022	100137	09/30/2022	100-231-43103	3790 PINOLE VALLEY RD FIRESTATION	75.10
0813-09152022	100137	09/30/2022	200-342-43103	2149 1/2 APPIAN WAY TRAFFIC SIGNAL	57.26
0883-09132022	100137	09/30/2022	100-222-43103	800 TENNENT AVE PUBLI C SAFETY FACILITY	103.82
0883-09132022	100137	09/30/2022	100-223-43103	800 TENNENT AVE PUBLI C SAFETY FACILITY	20.76
0883-09132022	100137	09/30/2022	100-231-43103	800 TENNENT AVE PUBLI C SAFETY FACILITY	83.06
0923-09192022	100182	10/07/2022	100-110-43103	2131 PEAR ST	113.71
0923-09192022	100182	10/07/2022	100-111-43103	2131 PEAR ST	149.61
0923-09192022	100182	10/07/2022	100-112-43103	2131 PEAR ST	164.59
0923-09192022	100182	10/07/2022	100-115-43103	2131 PEAR ST	409.94
0923-09192022	100182	10/07/2022	100-116-43103	2131 PEAR ST	119.69
0923-09192022	100182	10/07/2022	100-117-43103	2131 PEAR ST	1,331.57
0923-09192022	100182	10/07/2022	100-343-43103	2131 PEAR ST	2,480.61

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0923-09192022	100182	10/07/2022	200-342-43103	2131 PEAR ST	433.88
0923-09192022	100182	10/07/2022	212-461-43103	2131 PEAR ST	179.54
0923-09192022	100182	10/07/2022	212-462-43103	2131 PEAR ST	451.84
0923-09192022	100182	10/07/2022	285-464-43103	2131 PEAR ST	149.61
1121-09202022	100182	10/07/2022	200-342-43103	DEL MONTE & SAN PABLO TRAFFIC CONTROL LIGHT	79.60
1156-09142022	100137	09/30/2022	209-554-43103	635 TENNENT AVE YOUTH CTR/CATV	45.30
1156-09142022	100137	09/30/2022	505-119-43103	635 TENNENT AVE YOUTH CTR/CATV	67.94
1233-09202022	100182	10/07/2022	200-342-43103	SAN PABLO AVE TRAFFIC SIGNAL	87.56
1462-09132022	100137	09/30/2022	209-552-43103	2500 CHARLES ST SENIOR CENTER	174.98
1801-09092022	100067	09/23/2022	209-553-43103	2454 SIMAS AVE REC CTR & POOL	14.39
2506-09192022	100182	10/07/2022	215-341-43103	701 Pinon/2489 San Pablo-Electric CHGS	28.64
2615-09192022	100182	10/07/2022	100-345-43103	S/E CORNER OF ROGERS & NOB HILL SPRINKLER SYSTEM	10.51
2620-09202022	100182	10/07/2022	200-342-43103	N/W CORNER APPIAN WAY & FITZGERALD DR TRAFFIC SIG	115.04
2793-09192022	100182	10/07/2022	200-342-43103	1451 FITZGERALD DR TRAFFIC SIGNAL	96.87
2969-09192022	100182	10/07/2022	201-343-43103	600 TENNENT AVE BLACKIES STORAGE	21.02
3029-09132022	100137	09/30/2022	100-345-43103	1270 ADOBE RD @ OUTSIDE BATHROOMS	117.18
3311-09192022	100182	10/07/2022	200-342-43103	PINOLE VALLEY RD & HENRY TRAFFIC CONTROLLER	114.79
3537-09192022	100182	10/07/2022	100-343-43103	659 TENNENT AVE PARKING LOT LIGHTS	93.47
3850-09192022	100182	10/07/2022	100-345-43103	601 TENNENT AVE CARETAKER'S SHED	152.72
3914-09192022	100182	10/07/2022	100-345-43103	FERNANDEZ PARK BALLPARK LIGHTING	269.59
4065-09192022	100182	10/07/2022	209-559-43103	2937 PINOLE VALLEY RD TENNIS CT LIGHTS	217.46
4157-09122022	100137	09/30/2022	100-222-43103	809 CITY HALL	16.94
4193-09192022	100182	10/07/2022	200-342-43103	HWY 80 PINOLE VALLEY RD TRAFFIC CONTROLLER	65.99
4368-09152022	100137	09/30/2022	200-342-43103	APPIAN WAY & TARA HILLS TRAFFIC SIGNAL	126.02
4612-09192022	100182	10/07/2022	201-343-43103	2100 SAN PABLO AVE FARIA HOUSE	69.42
5127-09192022	100182	10/07/2022	500-642-43103	893 1/2 SAN PABLO AVE PUMP STATION	132.54
5137-09192022	100182	10/07/2022	209-557-43103	2450 SIMAS AVE SWIM CTR	350.07
5374-09192022	100182	10/07/2022	200-342-43103	1220 PINOLE VALLEY RD TRAFFIC SIGNAL	103.28
5387-09192022	100182	10/07/2022	100-345-43103	588 MARLESTA RD LOUIS FRANCIS PARK	45.54
6043-09122022	100137	09/30/2022	100-231-43103	3790 PINOLE VALLEY RD	27.79
7114-09192022	100182	10/07/2022	200-342-43103	2429 SAN PABLO AVE	96.72
7186-09132022	100137	09/30/2022	209-558-43103	601 TENNENT AVE PUBLIC MEETING HALL	8.66
7509-09152022	100137	09/30/2022	200-342-43103	TARA HILLS DR 500 FT APPIAN WAY TRAFFIC SIGNAL	58.43
7964-09192022	100182	10/07/2022	310-348-43103	2680 PINOLE VALLEY RD MEDIAN IRRIGATION SHOPPING C	11.41
8086-09192022	100182	10/07/2022	200-342-43103	N/S BORDER CITY OF PINOLE	135.91
8511-09262022	100182	10/07/2022	100-345-43103	W/S PINOLE SHORES DR-SPRINKLER CONTROLLER	12.73

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8517-09122022	100137	09/30/2022	500-642-43103	FRT OF 3490 SAVAGE AVE PUMP FOR SEWER	10.69
8687-09202022	100182	10/07/2022	200-342-43103	FITZGERALD DR IFO LONG JOHN SILVERS TRAFFIC SIGNAL	104.71
8716-09132022	100137	09/30/2022	500-641-43103	SEWAGE PLNT-FT OF TENNENT	1,952.13
9824-09192022	100182	10/07/2022	310-347-43103	1303 PINOLE VALLEY RD TRAFFIC CONTROL SVC	111.79
9929-09262022	100182	10/07/2022	201-343-43103	790 PINOLE SHORES DR-NEW METAL BUILDING	84.86
9985-09192022	100182	10/07/2022	201-343-43103	NEAR 795 FERNANDEZ PARKING LOT LIGHTS	182.95
				Vendor PGE01 - PG&E Total:	**12,439.82**
Vendor: JAR01 - PINOLE GOODYEAR					
INV061850	100138	09/30/2022	100-343-44306	TIRE DISPOSAL	105.00
				Vendor JAR01 - PINOLE GOODYEAR Total:	**105.00**
Vendor: 1009 - PRECISION IT CONSULTING					
12724	100068	09/23/2022	525-118-42101	STAFFING SUPPORT	37,895.00
				Vendor 1009 - PRECISION IT CONSULTING Total:	**37,895.00**
Vendor: QUI11 - QUINCY ENGINEERING, INC.					
20-2830.00-27	100139	09/30/2022	325-342-47205	RO1710 PRELIMINARY DESIGN SERVICES FOR SPA BRIDGE	5,313.15
				Vendor QUI11 - QUINCY ENGINEERING, INC. Total:	**5,313.15**
Vendor: 2025 - RAY MORGAN COMPANY, LLC.					
3849909	100185	10/07/2022	525-118-42107	COPIERS EQUIPMENT	1,004.97
				Vendor 2025 - RAY MORGAN COMPANY, LLC. Total:	**1,004.97**
Vendor: RIC20 - RICHMOND SANITARY SERVICE					
2021-22	100140	09/30/2022	100-20021	GARBAGE LEVY PLACED 2021-22	72,359.60
				Vendor RIC20 - RICHMOND SANITARY SERVICE Total:	**72,359.60**
Vendor: 2440 - RINCON CONSULTANTS, INC.					
41306	100231	10/14/2022	212-461-42101	PROF SERV PRINCIPALII, SENIOR PLANNER II AND ADMIN	1,686.40
42204	100231	10/14/2022	212-461-42101	PROFESSIONAL SERVICES SENIOR PLANNER II PLANNING	6,656.75
				Vendor 2440 - RINCON CONSULTANTS, INC. Total:	**8,343.15**
Vendor: ROS08 - RSG, INC.					
I009210	100141	09/30/2022	285-464-42101	AFFORDABLE HOUSING RFP AND DEVELOPER SELECTION	117.50
I009251	100141	09/30/2022	285-464-42101	COMPLIANCE MONITORING YEAR 5	1,032.50
				Vendor ROS08 - RSG, INC. Total:	**1,150.00**
Vendor: 1679 - SAFEBUILT, LLC					
80873	100142	09/30/2022	212-462-42101	PLAN CHECK SERVICES BLDG	2,631.00
				Vendor 1679 - SAFEBUILT, LLC Total:	**2,631.00**
Vendor: 1802 - SCHAAF & WHEELER, CONSULTING CIVIL ENGINEERS					
33894	100143	09/30/2022	106-344-47206	PRELIMINARY ENGINEER AND DESING SW1901 HAZEL STORM	1,960.00
				Vendor 1802 - SCHAAF & WHEELER, CONSULTING CIVIL ENGINEERS Total:	**1,960.00**
Vendor: 1714 - SHERRI D. LEWIS					
CC05PINOLE-FY2022/23	100069	09/23/2022	100-112-42101	PREPARE MINUTES FOR CITY COUNCIL MTG. 080222	675.00
CC06PINOLE-FY2022/23	100069	09/23/2022	100-112-42101	PREPARE MINUTES CITY COUNCIL MTG. 090622	712.50
CC07PINOLE-FY2022/23	100144	09/30/2022	100-112-42101	PREPARE MINUTES FOR CC MTG 091322	937.50
CCO8PINOLE-FY2022/23	100144	09/30/2022	100-112-42101	PREPARE MINUTES CC MTG 092022	1,087.50
				Vendor 1714 - SHERRI D. LEWIS Total:	**3,412.50**

WARRANT LISTING

Payment Dates: 9/17/2022 - 10/14/2022

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 2048 - SONIC.NET, LLC					
1004809262	100070	09/23/2022	525-118-43101	SOFTWARE MAINTENANCE	449.00
1004968222	100186	10/07/2022	525-118-43101	SOFTWARE MAINTENANCE	449.00
				Vendor 2048 - SONIC.NET, LLC Total:	**898.00**
Vendor: 2352 - SOUTHWEST VALVE, LLC.					
6881	100232	10/14/2022	500-641-47201	VENT TECH RAW WATER VALVE WPCP	7,843.80
				Vendor 2352 - SOUTHWEST VALVE, LLC. Total:	**7,843.80**
Vendor: STA42 - STAPLES BUSINESS CREDIT					
1643907755	100071	09/23/2022	100-111-42201	OFFICE SUPPLIES CITYWIDE	74.90
1643907755	100071	09/23/2022	100-111-42201	OFFICE SUPPLIES CITYWIDE	67.41
1643907755	100071	09/23/2022	100-111-42201	OFFICE SUPPLIES CITYWIDE	183.97
1643907755	100071	09/23/2022	100-115-42201	OFFICE SUPPLIES CITYWIDE	52.46
1643907755	100071	09/23/2022	100-222-42201	OFFICE SUPPLIES CITYWIDE	162.73
1643907755	100071	09/23/2022	100-222-42201	OFFICE SUPPLIES CITYWIDE	68.17
1643907755	100071	09/23/2022	100-222-42201	OFFICE SUPPLIES CITYWIDE	224.92
1643907755	100071	09/23/2022	100-222-42201	OFFICE SUPPLIES CITYWIDE	69.89
1643907755	100071	09/23/2022	100-222-42201	OFFICE SUPPLIES CITYWIDE	48.73
1643907755	100071	09/23/2022	100-222-42201	OFFICE SUPPLIES CITYWIDE	348.14
1643907755	100071	09/23/2022	100-222-42201	OFFICE SUPPLIES CITYWIDE	68.96
1643907755	100071	09/23/2022	100-231-42201	OFFICE SUPPLIES CITYWIDE	61.95
1643907755	100071	09/23/2022	100-341-42201	OFFICE SUPPLIES CITYWIDE	37.79
1643907755	100071	09/23/2022	100-341-42201	OFFICE SUPPLIES CITYWIDE	187.78
1643907755	100071	09/23/2022	212-462-42201	OFFICE SUPPLIES CITYWIDE	189.77
1643907755	100071	09/23/2022	212-462-42201	OFFICE SUPPLIES CITYWIDE	37.79
				Vendor STA42 - STAPLES BUSINESS CREDIT Total:	**1,885.36**
Vendor: 2436 - STRATEGIC ENERGY INNOVATIONS					
4195	100187	10/07/2022	212-461-42101	CLIMATE CORPS 2022-2023	4,650.00
				Vendor 2436 - STRATEGIC ENERGY INNOVATIONS Total:	**4,650.00**
Vendor: 1253 - TARAH ORNELAS					
809	100072	09/23/2022	209-552-43809	NEWSLETTER PRINTING SEPTEMBER 2022 PSC	301.53
810	100072	09/23/2022	209-552-43807	PRINTED YARD SIGNS FOR PSC HOLIDAY CRAFT	202.28
				Vendor 1253 - TARAH ORNELAS Total:	**503.81**
Vendor: 2270 - TBG PRODUCTIONS, LLC.					
09272022	100188	10/07/2022	209-551-42515	HOLIDAY TREE LIGHTING RECREATION	650.00
				Vendor 2270 - TBG PRODUCTIONS, LLC. Total:	**650.00**
Vendor: KRI01 - TERRI KRIEGER					
OCTOBER 2022	100145	09/30/2022	100-117-41101	2022 RETIREE MEIDCARE REIMB OCTOBER 2022	250.50
				Vendor KRI01 - TERRI KRIEGER Total:	**250.50**
Vendor: OFF11 - THE OFFICE CITY					
IN-1761479	100146	09/30/2022	500-641-42201	OFFICE SUPPLIES WPCP	285.55
IN-1761631	100146	09/30/2022	500-641-42201	OOFICE SUPPLIES WPCP	21.21
				Vendor OFF11 - THE OFFICE CITY Total:	**306.76**
Vendor: RAD10 - THE RADAR SHOP, INC.					
14486	100233	10/14/2022	100-221-42107	ON SITE LIDAR RECERT PD	124.00
				Vendor RAD10 - THE RADAR SHOP, INC. Total:	**124.00**
Vendor: TRA01 - TRANS BAY INSURANCE					
4534	100147	09/30/2022	100-113-42506	INSURANCE PREMIUM ON POLICY CITY TREASURER	250.00
4537	100147	09/30/2022	100-112-42506	INSURANCE PREMIUM ON POLICY 65328319	175.00
				Vendor TRA01 - TRANS BAY INSURANCE Total:	**425.00**
Vendor: TRA20 - TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS, INC.					
263397-202208-1	100073	09/23/2022	525-118-42510	SEARCHES AUGUST 2022 PD	158.00

WARRANT LISTING

Payment Dates: 9/17/2022 - 10/14/2022

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
263397-202209-1	100234	10/14/2022	525-118-42510	PERSON SEARCH SOFTWARE MAINT	120.00
				Vendor TRA20 - TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS, INC. Total:	**278.00**
Vendor: 2365 - TRIPEPI, SMITH AND ASSOCIATES, INC.					
8627	100148	09/30/2022	100-111-42101	BRANDING PROJECT KICK-OFF	4,000.00
8821	100235	10/14/2022	100-231-46126	SOCIAL MEDIA WEBSTIE MAINT FIRE	2,281.25
				Vendor 2365 - TRIPEPI, SMITH AND ASSOCIATES, INC. Total:	**6,281.25**
Vendor: 2199 - TSERING CHOETSOK					
062821 REFUND	100149	09/30/2022	209-557-36403	CANCEL SWIM LESSONS	58.00
				Vendor 2199 - TSERING CHOETSOK Total:	**58.00**
Vendor: 2347 - UNION PACIFIC RAILROAD COMPANY					
90118694	100150	09/30/2022	325-342-47205	PRELIMINARY AND ENGINEERING RO1902	1,542.40
				Vendor 2347 - UNION PACIFIC RAILROAD COMPANY Total:	**1,542.40**
Vendor: UNI38 - UNIVAR USA INC					
50543908	100074	09/23/2022	500-641-44303	SOD HYPO LIQUCHLOR WPCP	6,835.11
50547625	100074	09/23/2022	500-641-44303	SOD BISULFITE LIQ WPCP	7,519.70
50581080	100189	10/07/2022	500-641-44303	SOD HYPO WPCP	6,844.08
				Vendor UNI38 - UNIVAR USA INC Total:	**21,198.89**
Vendor: UNI07 - UNIVERSAL BUILDING SVCS.					
4835	100151	09/30/2022	100-221-42108	JANITORIAL SUPPLIES PD	342.00
4836	100151	09/30/2022	100-343-42108	JANITORIAL SUPPLIES CH	247.14
4987	100190	10/07/2022	100-343-42108	JANITORIAL SUPPLIES CY	613.39
506760	100236	10/14/2022	100-231-42108	JANITORIAL SERVICE SEPTEMBER 2022 FIRE	157.00
506761	100236	10/14/2022	500-641-42108	JANITORIAL SERVICE SEPTEMBER 2022 WPCP	508.00
				Vendor UNI07 - UNIVERSAL BUILDING SVCS. Total:	**1,867.53**
Vendor: USB06 - US BANK					
483292652	100237	10/14/2022	525-118-42107	COPIER MAINTENANCES CITYWIDE	2,501.86
SEPTEMBER 2022	100191	10/07/2022	100-20018	CITYWIDE CREDIT CARDS	21,005.38
				Vendor USB06 - US BANK Total:	**23,507.24**
Vendor: VAL04 - VALLEJO FIRE EXTINGUISHER					
94338	100075	09/23/2022	500-641-42108	FIRE EXTINGUISHER SERVICES WPCP	180.78
				Vendor VAL04 - VALLEJO FIRE EXTINGUISHER Total:	**180.78**
Vendor: VER02 - VERIZON WIRELESS					
9915893942	100192	10/07/2022	525-118-43101	CELL PHONE CITYWIDE	7,788.01
				Vendor VER02 - VERIZON WIRELESS Total:	**7,788.01**
Vendor: 2434 - VINCENT SALIMI					
09082022	100152	09/30/2022	100-461-42101	LUNCHEON FOR FRENCH DELEGATION FOR ECONOMIC OPPORT	349.16
				Vendor 2434 - VINCENT SALIMI Total:	**349.16**
Vendor: VIS01 - VISION SERVICE PLAN					
815889545	100076	09/23/2022	100-110-41003	VISION BENEFITS SEPTEMBER 2022	74.44
815889545	100076	09/23/2022	100-111-41003	VISION BENEFITS SEPTEMBER 2022	55.83
815889545	100076	09/23/2022	100-112-41003	VISION BENEFITS SEPTEMBER 2022	18.61
815889545	100076	09/23/2022	100-113-41003	VISION BENEFITS SEPTEMBER 2022	18.61
815889545	100076	09/23/2022	100-115-41003	VISION BENEFITS SEPTEMBER 2022	55.83
815889545	100076	09/23/2022	100-116-41003	VISION BENEFITS SEPTEMBER 2022	37.22

WARRANT LISTING

Payment Dates: 9/17/2022 - 10/14/2022

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
815889545	100076	09/23/2022	100-221-41003	VISION BENEFITS SEPTEMBER 2022	353.59
815889545	100076	09/23/2022	100-222-41003	VISION BENEFITS SEPTEMBER 2022	55.83
815889545	100076	09/23/2022	100-223-41003	VISION BENEFITS SEPTEMBER 2022	223.32
815889545	100076	09/23/2022	100-231-40101	VISION BENEFITS SEPTEMBER 2022	18.61
815889545	100076	09/23/2022	100-231-41003	VISION BENEFITS SEPTEMBER 2022	279.15
815889545	100076	09/23/2022	100-341-41003	VISION BENEFITS SEPTEMBER 2022	55.83
815889545	100076	09/23/2022	100-343-41003	VISION BENEFITS SEPTEMBER 2022	167.49
815889545	100076	09/23/2022	105-221-41003	VISION BENEFITS SEPTEMBER 2022	93.05
815889545	100076	09/23/2022	105-231-41003	VISION BENEFITS SEPTEMBER 2022	18.61
815889545	100076	09/23/2022	106-222-41003	VISION BENEFITS SEPTEMBER 2022	18.61
815889545	100076	09/23/2022	106-231-41003	VISION BENEFITS SEPTEMBER 2022	18.61
815889545	100076	09/23/2022	209-551-41003	VISION BENEFITS SEPTEMBER 2022	55.83
815889545	100076	09/23/2022	209-552-41003	VISION BENEFITS SEPTEMBER 2022	37.22
815889545	100076	09/23/2022	209-554-41003	VISION BENEFITS SEPTEMBER 2022	18.61
815889545	100076	09/23/2022	212-461-41003	VISION BENEFITS SEPTEMBER 2022	37.22
815889545	100076	09/23/2022	212-462-41003	VISION BENEFITS SEPTEMBER 2022	37.22
815889545	100076	09/23/2022	500-641-41003	VISION BENEFITS SEPTEMBER 2022	186.10
815889545	100076	09/23/2022	500-642-41003	VISION BENEFITS SEPTEMBER 2022	55.83
815889545	100076	09/23/2022	505-119-41003	VISION BENEFITS SEPTEMBER 2022	37.22
815889545	100076	09/23/2022	998-20106	VISION BENEFITS SEPTEMBER 2022	74.44
816120044	100193	10/07/2022	100-110-41003	VISION BENEFITS OCTOBER 2022	74.44
816120044	100193	10/07/2022	100-111-41003	VISION BENEFITS OCTOBER 2022	55.83
816120044	100193	10/07/2022	100-112-41003	VISION BENEFITS OCTOBER 2022	18.61
816120044	100193	10/07/2022	100-113-41003	VISION BENEFITS OCTOBER 2022	18.61
816120044	100193	10/07/2022	100-115-41003	VISION BENEFITS OCTOBER 2022	55.83
816120044	100193	10/07/2022	100-116-41003	VISION BENEFITS OCTOBER 2022	37.22
816120044	100193	10/07/2022	100-221-41003	VISION BENEFITS OCTOBER 2022	353.59
816120044	100193	10/07/2022	100-222-41003	VISION BENEFITS OCTOBER 2022	55.83
816120044	100193	10/07/2022	100-223-41003	VISION BENEFITS OCTOBER 2022	260.54
816120044	100193	10/07/2022	100-231-41003	VISION BENEFITS OCTOBER 2022	260.54
816120044	100193	10/07/2022	100-231-41003	VISION BENEFITS OCTOBER 2022	18.61
816120044	100193	10/07/2022	100-341-41003	VISION BENEFITS OCTOBER 2022	55.83

WARRANT LISTING **Payment Dates: 9/17/2022 - 10/14/2022**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
816120044	100193	10/07/2022	100-343-41003	VISION BENEFITS OCTOBER 2022	167.49
816120044	100193	10/07/2022	105-221-41003	VISION BENEFITS OCTOBER 2022	93.05
816120044	100193	10/07/2022	105-231-41003	VISION BENEFITS OCTOBER 2022	18.61
816120044	100193	10/07/2022	106-222-41003	VISION BENEFITS OCTOBER 2022	18.61
816120044	100193	10/07/2022	106-231-41003	VISION BENEFITS OCTOBER 2022	18.61
816120044	100193	10/07/2022	209-551-41003	VISION BENEFITS OCTOBER 2022	37.22
816120044	100193	10/07/2022	209-552-41003	VISION BENEFITS OCTOBER 2022	37.22
816120044	100193	10/07/2022	209-554-41003	VISION BENEFITS OCTOBER 2022	18.61
816120044	100193	10/07/2022	212-461-41003	VISION BENEFITS OCTOBER 2022	37.22
816120044	100193	10/07/2022	212-462-41003	VISION BENEFITS OCTOBER 2022	37.22
816120044	100193	10/07/2022	500-641-41003	VISION BENEFITS OCTOBER 2022	186.10
816120044	100193	10/07/2022	500-642-41003	VISION BENEFITS OCTOBER 2022	55.83
816120044	100193	10/07/2022	505-119-41003	VISION BENEFITS OCTOBER 2022	37.22
816120044	100193	10/07/2022	998-20106	VISION BENEFITS OCTOBER 2022	55.83
				Vendor VIS01 - VISION SERVICE PLAN Total:	**4,187.25**
Vendor: 2428 - WASTEWATER SOLIDS MANAGEMNET CO.					
1014-22	100077	09/23/2022	500-641-44302	MOBILIZATION / DEMOBILIZATION DIGESTER 1 & 3 WPCP	116,900.00
				Vendor 2428 - WASTEWATER SOLIDS MANAGEMNET CO. Total:	**116,900.00**
Vendor: WES01 - WESTERN EXTERMINATOR CO.					
27028618	100078	09/23/2022	209-552-42108	PEST CONTROL MAINTENANCE PSC	85.95
27028628	100153	09/30/2022	100-343-42108	PEST CONTROL MAINT WPCP	69.00
				Vendor WES01 - WESTERN EXTERMINATOR CO. Total:	**154.95**
Vendor: WES54 - WESTERN SCIENTIFIC					
00029120	100154	09/30/2022	500-641-44305	SERVICE CALL WPCP	563.40
				Vendor WES54 - WESTERN SCIENTIFIC Total:	**563.40**
Vendor: 1912 - ZOHO CORPORATION					
68429542	100079	09/23/2022	525-118-42510	MOBILE DEVICES CLOUD SOFTWARE	877.00
				Vendor 1912 - ZOHO CORPORATION Total:	**877.00**
Vendor: ZOL02 - ZOLL					
INV00123849	100194	10/07/2022	525-118-42106	FIRE RMS MAINT	173.25
				Vendor ZOL02 - ZOLL Total:	**173.25**
				Grand Total:	**1,205,022.07**

Report Summary

Fund Summary

Fund	Payment Amount
100 - General Fund	585,080.41
105 - Measure S -2006	1,276.57
106 - MEASURE S-2014	23,368.97
200 - Gas Tax Fund	11,093.74
201 - Restricted Real Estate Maintenance Fund	458.25
207 - NPDES Storm Water Fund	3,931.40
209 - Recreation Fund	23,104.31
212 - Building & Planning	111,179.25
215 - Measure C and J Fund	268.95
225 - Asset Seizure-Adjudicated Fund	2,000.00
285 - Housing Land Held for Resale	1,299.61
310 - Lighting & Landscape Districts	6,850.68
325 - City Street Improvements	15,054.44
377 - Arterial Streets Rehabilitation Fund	9,321.38
500 - Sewer Enterprise Fund	254,848.37
503 - Plant Expansion Fund	4,925.00
505 - Cable Access TV	724.31
525 - Information Systems	143,274.85
750 - Recognized Obligation Retirement Fund	6,400.00
998 - Payroll Clearing	561.58
Grand Total:	**1,205,022.07**

Account Summary

Account Number	Account Name	Payment Amount
100-10601	Gas Tanks/Corp Yard	11,623.32
100-10602	Gas Tanks/Fire Station	6,485.18
100-110-41002	Emp Benefits/Dental	473.68
100-110-41003	Emp Benefits/Vision Care	148.88
100-110-41005	Emp Benefits/Employee A...	56.73
100-110-42302	Travel & Training/Mileage,..	1,600.26
100-110-42303	Travel & Training/Meal Al...	128.95
100-110-43103	Utilities/Electricity & Pow...	113.71
100-111-41002	Emp Benefits/Dental	364.69
100-111-41003	Emp Benefits/Vision Care	111.66
100-111-41005	Emp Benefits/Employee A...	22.69
100-111-42101	Prof Svcs/Professional Ser...	4,000.00
100-111-42201	Office Expense	326.28
100-111-42514	Admin Exp/Special Depart	1,315.78
100-111-43103	Utilities/Electricity & Pow...	149.61
100-112-41002	Emp Benefits/Dental	127.85
100-112-41003	Emp Benefits/Vision Care	37.22
100-112-41005	Emp Benefits/Employee A...	22.70
100-112-42101	Prof Svcs/Professional Ser...	7,719.29
100-112-42506	Admin Exp/Bonds	175.00
100-112-43103	Utilities/Electricity & Pow...	164.59
100-113-41002	Emp Benefits/Dental	50.88
100-113-41003	Emp Benefits/Vision Care	37.22
100-113-41005	Emp Benefits/Employee A...	11.35
100-113-42506	Admin Exp/Bonds	250.00
100-115-41002	Emp Benefits/Dental	364.69
100-115-41003	Emp Benefits/Vision Care	111.66
100-115-41005	Emp Benefits/Employee A...	34.04
100-115-42101	Prof Svcs/Professional Ser...	21,374.58
100-115-42201	Office Expense	52.46
100-115-42510	Admin Exp/Software Purch	6,264.00
100-115-43103	Utilities/Electricity & Pow...	409.94
100-116-41002	Emp Benefits/Dental	178.73

Account Summary

Account Number	Account Name	Payment Amount
100-116-41003	Emp Benefits/Vision Care	74.44
100-116-41005	Emp Benefits/Employee A...	22.69
100-116-42101	Prof Svcs/Professional Ser...	2,874.56
100-116-42102	Prof Svcs/Attorney Servic...	1,240.00
100-116-42504	Admin Exp/Recruitment C...	327.00
100-116-43103	Utilities/Electricity & Pow...	119.69
100-117-41004	Emp Benefits/PERS Retir...	270,577.24
100-117-41101	Retiree Benefits/Medical-...	4,193.41
100-117-43103	Utilities/Electricity & Pow...	1,331.57
100-117-43105	Utilities/Cable	29.86
100-20018	Accounts Payable/CalCard	21,005.38
100-20021	Accounts Payable/Garbag...	72,359.60
100-221-41002	Emp Benefits/Dental	1,628.96
100-221-41003	Emp Benefits/Vision Care	707.18
100-221-41005	Emp Benefits/Employee A...	192.88
100-221-41008	Emp Benefits/Long Term ...	445.50
100-221-42101	Prof Svcs/Professional Ser...	4,154.00
100-221-42107	Prof Svcs/Equipment Mai...	11,105.38
100-221-42108	Prof Svcs/Building-Structu...	342.00
100-221-42110	Prof Svcs/Fingerprinting	155.00
100-221-42301	Travel & Training/Conf-Re...	300.00
100-221-42302	Travel & Training/Mileage,..	936.00
100-221-42304	Travel & Training/Officer...	932.16
100-221-46201	Insurance/General Liability	2,068.87
100-221-47101	FF&E/Equipment	41,295.00
100-222-41002	Emp Benefits/Dental	280.49
100-222-41003	Emp Benefits/Vision Care	111.66
100-222-41005	Emp Benefits/Employee A...	45.39
100-222-42101	Prof Svcs/Professional Ser...	4,282.27
100-222-42108	Prof Svcs/Building-Structu...	1,830.64
100-222-42201	Office Expense	1,518.34
100-222-42514	Admin Exp/Special Depart	894.38
100-222-43103	Utilities/Electricity & Pow...	120.76
100-222-44410	Safety Clothing	16.41
100-223-41002	Emp Benefits/Dental	1,304.82
100-223-41003	Emp Benefits/Vision Care	483.86
100-223-41005	Emp Benefits/Employee A...	124.80
100-223-41008	Emp Benefits/Long Term ...	266.20
100-223-42101	Prof Svcs/Professional Ser...	228.42
100-223-43103	Utilities/Electricity & Pow...	20.76
100-231-40101	Salary & Wages/Full Time	18.61
100-231-41002	Emp Benefits/Dental	1,052.71
100-231-41003	Emp Benefits/Vision Care	558.30
100-231-41005	Emp Benefits/Employee A...	147.50
100-231-41008	Emp Benefits/Long Term ...	354.00
100-231-42101	Prof Svcs/Professional Ser...	17,443.21
100-231-42104	Prof Svcs/Paramedic Servi...	1,168.05
100-231-42107	Prof Svcs/Equipment Mai...	5,627.01
100-231-42108	Prof Svcs/Building-Structu...	157.00
100-231-42201	Office Expense	61.95
100-231-42301	Travel & Training/Conf-Re...	375.00
100-231-42302	Travel & Training/Mileage,..	33.93
100-231-42512	Admin Exp/Abatement	3,120.00
100-231-43103	Utilities/Electricity & Pow...	185.95
100-231-43105	Utilities/Cable	174.02
100-231-44306	Other Materials Supp/Ma...	108.45
100-231-44410	Safety Clothing	38.66
100-231-46126	Legal Charges	2,281.25

Account Summary

Account Number	Account Name	Payment Amount
100-341-41002	Emp Benefits/Dental	408.34
100-341-41003	Emp Benefits/Vision Care	111.66
100-341-41005	Emp Benefits/Employee A...	22.70
100-341-42101	Prof Svcs/Professional Ser...	7,919.07
100-341-42201	Office Expense	225.57
100-342-42514	Admin Exp/Special Depart	1,025.38
100-342-44306	Other Materials Supp/Ma...	72.72
100-342-44410	Safety Clothing	575.23
100-343-41002	Emp Benefits/Dental	1,112.93
100-343-41003	Emp Benefits/Vision Care	334.98
100-343-41005	Emp Benefits/Employee A...	113.46
100-343-42108	Prof Svcs/Building-Structu...	1,050.22
100-343-43102	Utilities/Water	168.04
100-343-43103	Utilities/Electricity & Pow...	2,574.08
100-343-44306	Other Materials Supp/Ma...	1,137.73
100-343-44410	Safety Clothing	3,188.37
100-343-47107	FF&E/Furniture (not-capit...	510.19
100-345-42108	Prof Svcs/Building-Structu...	820.70
100-345-43102	Utilities/Water	14,712.84
100-345-43103	Utilities/Electricity & Pow...	627.69
100-345-44306	Other Materials Supp/Ma...	715.79
100-461-42101	Prof Svcs/Professional Ser...	349.16
100-551-42511	Admin Exp/Equipment Re...	142.77
105-221-41002	Emp Benefits/Dental	601.53
105-221-41003	Emp Benefits/Vision Care	186.10
105-221-41005	Emp Benefits/Employee A...	56.73
105-221-41008	Emp Benefits/Long Term ...	29.70
105-231-41002	Emp Benefits/Dental	231.41
105-231-41003	Emp Benefits/Vision Care	37.22
105-231-41005	Emp Benefits/Employee A...	45.38
105-231-41008	Emp Benefits/Long Term ...	88.50
106-222-41002	Emp Benefits/Dental	127.84
106-222-41003	Emp Benefits/Vision Care	37.22
106-222-41005	Emp Benefits/Employee A...	11.35
106-231-41002	Emp Benefits/Dental	108.99
106-231-41003	Emp Benefits/Vision Care	37.22
106-231-41005	Emp Benefits/Employee A...	11.35
106-341-42101	Prof Svcs/Professional Ser...	1,377.50
106-341-42108	Prof Svcs/Building-Structu...	1,377.50
106-343-47201	Improvements/Building	18,320.00
106-344-47206	Improvements/Storm Dra...	1,960.00
200-342-42101	Prof Svcs/Professional Ser...	9,243.48
200-342-43103	Utilities/Electricity & Pow...	1,850.26
201-343-42513	Admin Exp/Rent	100.00
201-343-43103	Utilities/Electricity & Pow...	358.25
207-344-42101	Prof Svcs/Professional Ser...	3,248.50
207-344-42102	Prof Svcs/Attorney Servic...	165.00
207-344-42107	Prof Svcs/Equipment Mai...	517.90
209-20015	Accounts Payable/Vendor...	27.00
209-551-41002	Emp Benefits/Dental	127.85
209-551-41003	Emp Benefits/Vision Care	93.05
209-551-41005	Emp Benefits/Employee A...	22.69
209-551-42515	Admin Exp/Special Events	650.00
209-552-41002	Emp Benefits/Dental	91.58
209-552-41003	Emp Benefits/Vision Care	74.44
209-552-41005	Emp Benefits/Employee A...	22.69
209-552-42108	Prof Svcs/Building-Structu...	8,488.64
209-552-43103	Utilities/Electricity & Pow...	174.98

Account Summary

Account Number	Account Name	Payment Amount
209-552-43804	Program Cost/Food Progr...	6,323.76
209-552-43807	Program Cost/Fundraising	617.78
209-552-43809	Program Cost/Newsletter	301.53
209-552-43810	Program Cost/Center Mai...	545.00
209-552-44306	Other Materials Supp/Ma...	331.13
209-553-41005	Emp Benefits/Employee A...	11.35
209-553-42108	Prof Svcs/Building-Structu...	1,024.93
209-553-42514	Admin Exp/Special Depart	170.82
209-553-43103	Utilities/Electricity & Pow...	14.39
209-553-44306	Other Materials Supp/Ma...	29.43
209-553-47107	FF&E/Furniture (not-capit...	2,087.13
209-554-41002	Emp Benefits/Dental	115.07
209-554-41003	Emp Benefits/Vision Care	37.22
209-554-41005	Emp Benefits/Employee A...	11.35
209-554-42108	Prof Svcs/Building-Structu...	456.00
209-554-42514	Admin Exp/Special Depart	199.47
209-554-43103	Utilities/Electricity & Pow...	247.69
209-557-36403	Recreation Chg/Swim Fee	58.00
209-557-43103	Utilities/Electricity & Pow...	350.07
209-558-43103	Utilities/Electricity & Pow...	8.66
209-558-44306	Other Materials Supp/Ma...	173.15
209-559-43103	Utilities/Electricity & Pow...	217.46
212-20346	Developer Deposit/830-8...	2,353.50
212-461-41002	Emp Benefits/Dental	255.70
212-461-41003	Emp Benefits/Vision Care	74.44
212-461-41005	Emp Benefits/Employee A...	22.68
212-461-42101	Prof Svcs/Professional Ser...	59,281.86
212-461-43103	Utilities/Electricity & Pow...	179.54
212-462-41003	Emp Benefits/Vision Care	74.44
212-462-41005	Emp Benefits/Employee A...	22.70
212-462-42101	Prof Svcs/Professional Ser...	43,347.75
212-462-42106	Prof Svcs/ Software Maint...	175.00
212-462-42201	Office Expense	227.56
212-462-42301	Travel & Training/Conf-Re...	4,712.24
212-462-43103	Utilities/Electricity & Pow...	451.84
215-341-43101	Utilities/Telephone	240.31
215-341-43103	Utilities/Electricity & Pow...	28.64
225-221-42514	Admin Exp/Special Depart	2,000.00
285-464-42101	Prof Svcs/Professional Ser...	1,150.00
285-464-43103	Utilities/Electricity & Pow...	149.61
310-347-42101	Prof Svcs/Professional Ser...	5,988.92
310-347-42108	Prof Svcs/Building-Structu...	277.68
310-347-43103	Utilities/Electricity & Pow...	111.79
310-348-42101	Prof Svcs/Professional Ser...	460.88
310-348-43103	Utilities/Electricity & Pow...	11.41
325-342-47205	Improvements/Streets	15,054.44
377-342-47205	Improvements/Streets	9,321.38
500-641-41002	Emp Benefits/Dental	805.05
500-641-41003	Emp Benefits/Vision Care	372.20
500-641-41005	Emp Benefits/Employee A...	113.46
500-641-42101	Prof Svcs/Professional Ser...	451.00
500-641-42107	Prof Svcs/Equipment Mai...	9,055.23
500-641-42108	Prof Svcs/Building-Structu...	12,802.37
500-641-42201	Office Expense	443.58
500-641-42301	Travel & Training/Conf-Re...	5,785.00
500-641-43103	Utilities/Electricity & Pow...	1,952.13
500-641-44302	Other Materials Supp/Slu...	131,316.55
500-641-44303	Other Materials Supp/Ch...	50,473.61

Account Summary

Account Number	Account Name	Payment Amount
500-641-44304	Other Materials Supp/Pe...	12,950.00
500-641-44305	Other Materials Supp/Lab...	6,548.10
500-641-44306	Other Materials Supp/Ma...	1,710.98
500-641-44410	Safety Clothing	1,672.03
500-641-47101	FF&E/Equipment	5,290.00
500-641-47201	Improvements/Building	7,843.80
500-642-41002	Emp Benefits/Dental	229.61
500-642-41003	Emp Benefits/Vision Care	111.66
500-642-41005	Emp Benefits/Employee A...	34.04
500-642-43103	Utilities/Electricity & Pow...	143.23
500-642-44410	Safety Clothing	1,725.74
500-642-47201	Improvements/Building	3,019.00
503-643-42101	Prof Svcs/Professional Ser...	4,925.00
505-119-41002	Emp Benefits/Dental	255.70
505-119-41003	Emp Benefits/Vision Care	74.44
505-119-41005	Emp Benefits/Employee A...	22.65
505-119-43103	Utilities/Electricity & Pow...	371.52
525-118-42101	Prof Svcs/Professional Ser...	53,667.50
525-118-42106	Prof Svcs/Software Maint...	63,184.93
525-118-42107	Prof Svcs/Equipment Mai...	3,506.83
525-118-42510	Admin Exp/Software Purch	1,961.41
525-118-43101	Utilities/Telephone	20,954.18
750-463-42201	Office Expense	6,400.00
998-20105	Sal & Ben Payable/Dental ...	431.31
998-20106	Sal & Ben Payable/Vision ...	130.27
	Grand Total:	**1,205,022.07**

Project Account Summary

Project Account Key		Payment Amount
None		1,205,022.07
	Grand Total:	**1,205,022.07**

APPROVED BY: _____

DATE: 10/13/2022

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CITY COUNCIL REPORT

9C

DATE: OCTOBER 18, 2022

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: ERIC CASHER, CITY ATTORNEY

SUBJECT: RESOLUTION CONTINUING AUTHORIZED REMOTE TELECONFERENCE MEETINGS PURSUANT TO AB 361

RECOMMENDATION

Staff recommends that the City Council adopt a resolution authorizing the continued use of remote teleconference meetings pursuant to AB 361.

BACKGROUND

On March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for the anticipated broader spread of the novel coronavirus disease 2019 ("COVID-19"). The State of Emergency remains in effect.

On March 18, 2020, the City Manager, acting as Director of Emergency Services, proclaimed a local emergency due to COVID-19 pursuant to California Government Code Section 8630 and Pinole Municipal Code Chapter 2.32. The City Council subsequently adopted a resolution affirming the emergency declaration and continues to reevaluate the need for continuing the local emergency every fourteen (14) days. The local emergency expired on March 31, 2022.

All meetings of the City Council and the City's other legislative bodies, such as the Planning Commission, are open and public, as required by the Ralph M. Brown Act (Government Code section 54950 *et seq*.). Any member of the public may attend, participate, and watch the City's legislative bodies conduct their business. On March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings telephonically or by other means during a declared state of emergency and in order to slow the spread of COVID-19. On September 16, 2021, Governor Newson signed Executive Order N-15-21 signing AB 361 into law to allow legislative bodies of local agencies to meet remotely during state-declared emergencies under certain conditions. AB 361 (2021) took effect October 1, 2021 and will sunset on January 1, 2024.

AB 361 (2021) allows local legislative bodies to continue to conduct meetings via teleconferencing during a declared state of emergency without complying with certain Brown Act provisions under specified conditions and includes a requirement that the City Council make specified findings. AB 361 provides that, if the state of emergency remains active for more than thirty (30) days, a local agency must make either of the following findings by majority vote every thirty (30) days to continue using the bill's exemption to the Brown Act teleconferencing rules: (1) a declared state of emergency continues to directly impact the ability of the members to meet safely in person; or (2) state or local health officials continue to impose or recommend measures to promote social distancing. Thus, the City Council has a standing opportunity every thirty (30) days to discuss a return to in-person meetings or continue remote teleconference meetings pursuant to AB 361.

On October 19, 2021, the City Council adopted a Resolution Of The City Council Of The City Of Pinole Authorizing Remote Teleconference Meetings Pursuant To AB 361 and established virtual meetings for all City Council and City Council appointed Board and Commission meetings. The City has subsequently reevaluated and reaffirmed its finding every thirty (30) days thereafter and determined that the conditions under AB 361 continue to exist, in that either it continues to directly impact the ability of members to meet safely in person, or state or local officials continue to impose or recommend measures to promote social distancing. City Council most recently reaffirmed its findings and adopted a Resolution authorizing continued remote teleconference meetings on September 6, 2022.

This staff report discusses whether these conditions under AB 361 continue to exist in order continue the use of remote teleconference meetings, including an in-person hybrid meeting format, pursuant to AB 361.

DISCUSSION

Since near the start of the COVID-19 pandemic the City has been able to conduct meetings of its legislative bodies remotely pursuant to Executive Order N-29-20, which suspended certain provisions of the Brown Act allowing the City to conduct its meetings virtually. The City has established virtual meetings for all City Council and City Council appointed Board and Commission meetings. The virtual meetings have allowed the Council and advisory bodies to continue to conduct City business from remote locations while ensuring the public's continued access to government meetings in a safe manner.

Since issuing Executive Order N-08-21, the highly contagious Delta and Omicron variants of COVID-19 emerged, causing an increase in COVID-19 cases throughout the State and Contra Costa County. COVID-19 cases surged throughout the State during the winter months with an estimated 1 million new COVID cases a day. Several variants and sub-variants have since emerged. As such, Governor Newsom extended the State of Emergency declared on March 4, 2020. The Governor's State of Emergency is still in effect.

Notwithstanding the expiration of a state of emergency, AB 361 provides for the continued use of remote meetings and exemption to the Brown Act upon a finding that state or local health officials continue to impose or recommend measures to promote social distancing. Such a finding is consistent with the goal of AB 361 “to improve and enhance public access to local agency meetings…by allowing broader access through teleconferencing options” consistent with Executive Order N-29-20.

The conditions that justified the City Council adopting the Resolution Of The City Council Of The City Of Pinole Authorizing Remote Teleconference Meetings Pursuant To AB 361 in its meeting of October 19, 2021 continue to exist.

The Centers for Disease Control and Prevention (“CDC”) continues to recommend measures based upon COVID-19 community levels based on their local context and their unique needs in efforts to slow the spread of COVID-19 and reduce the rate of infection. The CDC looks at the combination of three metrics - new COVID-19 admissions per 100,000 population in the past 7 days, the percent of staffed inpatient beds occupied by COVID-19 patients, and total new COVID-19 cases per 100,000 population in the past 7 days - to determine the COVID-19 community level. Social distancing is just one of the recommended practice measures and must be taken into consideration with the risk in a particular setting, including local COVID-19 Community Levels and the important role of ventilation.

Effective March 1, 2022, the CDC and California Department of Health requirement for unvaccinated persons to mask in indoor public settings and businesses was replaced by a strong recommendation that all persons, regardless of vaccine status, mask in indoor public settings and businesses including meetings and state and local government offices serving the public. On March 11, 2022, the universal masking requirement for K-12 and Childcare settings terminated. Effective April 20, 2022, in alignment with the CDC's announcement that its order requiring masking on public transportation and at transportation hubs is no longer in effect, California's requirement for masking on public transit and in transportation hubs terminated. Notwithstanding, the California Department of Health continues to strongly recommend that individuals in these settings continue to wear a mask and is maintaining the masking requirements in specified high-risk settings such as healthcare facilities, long-term care facilities, and homeless and emergency shelters. The California Department of Health continues to find that wearing a face mask in indoor public settings, regardless of vaccination status, remains a critical component for protecting those that are most vulnerable in our communities, including the unvaccinated, the immunocompromised, or those at risk for severe disease and illness.

On September 20, 2021, and again on March 1, 2022, the Health Officer for Contra Costa County issued recommendations for safely holding public meetings that included measures for social distancing. Among the recommendations: (1) on-line meetings (teleconferencing meetings) are strongly recommended as those meetings present the lowest risk of transmission of SARSCoV-2, the virus that causes COVID-19; (2) if a local agency determines to hold in-person meetings, offering the public the opportunity to attend via a call-in option or an internet-based service option is

recommended when possible to give those at higher risk of and/or higher concern about COVID-19 an alternative to participating in person; (3) a written safety protocol should be developed and followed, and it is recommended that the protocol require social distancing - i.e., six feet of separation between attendees - and face masking of all attendees; (4) seating arrangements should allow for staff and members of the public to easily maintain at least six-foot distance from one another at all practicable times. These recommendations are still in effect, most recently revised on September 1, 2022.

At present, the Contra Costa County Health Officer strongly recommends the use of online meetings as an alternative to in-person meetings, offering the public the opportunity to attend via a call-in option or an internet-based service option, to give those at higher risk of and/or higher concern about COVID-19 an alternative to participating in person. Remote options and social distancing for those present continues to be the recommended format for public meetings as it presents the lowest risk of transmission of COVID-19, which is particularly important in light of the current community prevalence rate.

The proposed resolution re-affirms the necessary findings in order for the City Council, and all of the City's legislative bodies, to continue remote teleconference meetings pursuant to AB 361. Additionally, the resolution is necessary in order to allow Staff to return to an in-person hybrid format to allow those at higher risk and/or concern about COVID-19 an alternative to participating in person.

FISCAL IMPACT

There is no direct fiscal impact from the adoption of the resolution.

ATTACHMENTS

A. Resolution Authorizing Continued Remote Teleconference Meetings Pursuant to AB 361

ATTACHMENT A

RESOLUTION NO. 2022-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE AUTHORIZING CONTINUED REMOTE TELECONFERENCE MEETINGS PURSUANT TO AB 361

WHEREAS, all City of Pinole ("City") meetings are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the City's legislative bodies conduct their business; and

WHEREAS, on March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for an anticipated broader spread of the novel coronavirus disease 2019 ("COVID-19"), and Governor Newsom has continued to confirm the continued existence of the State of Emergency; and

WHEREAS, on March 18, 2020, the City Manager, acting as Director of Emergency Services, proclaimed a local emergency due to COVID-19 pursuant to California Government Code Section 8630 and Pinole Municipal Code Chapter 2.32; and

WHEREAS, On March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings telephonically or by other means; and

WHEREAS, as a result of Executive Order N-29-20, staff set up virtual meetings for all City Council meetings and meetings of all City legislative bodies, such as the Planning Commission; and

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361 (2021) which allows for local legislative bodies and advisory bodies to continue to conduct meetings via teleconferencing under specified conditions and includes a requirement that the City Council make specified findings; and

WHEREAS, on September 20, 2021, Governor Newsom issued Executive Order N-15-21, delaying the full application of AB 361 (2021) until 11:59 p.m. October 1, 2021; and

WHEREAS, on February 25, 2022, Governor Newsom issued Executive Order N-04-22 further extending the sunset of the State of Emergency to an unspecified date and the State of Emergency continues to present; and

WHEREAS, AB 361 provides that it will sunset on January 1, 2024; and

WHEREAS, in order for legislative bodies to conduct meetings via teleconferencing pursuant to AB 361 (2021), a proclaimed State of Emergency must exist; and

WHEREAS, AB 361 (2021) further requires that State or local officials have imposed or recommended measures to promote social distancing, or, requires that the legislative body determines that meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, on October 19, 2021, the City Council adopted Resolution Of The City Council Of The City Of Pinole Authorizing Remote Teleconference Meetings Pursuant To AB 361 upon a finding that such conditions existed in the City of Pinole, specifically, Governor Newsom has declared a State of Emergency due to COVID-19 and the City Council has confirmed the continued existence of the local emergency due to COVID-19; and

WHEREAS, AB 361 (2021) allows the City Council to continue to conduct meetings via teleconference upon a finding every thirty (30) days thereafter, that either a declared state of emergency continues to directly impact the ability of the members to meet safely in person, or state or local health officials continue to impose or recommend measures to promote social distancing; and

WHEREAS, since issuing Executive Order N-08-21, the highly contagious Delta and Omicron variants of COVID-19 have emerged, causing an increase in COVID-19 cases throughout the State and Contra Costa County; and

WHEREAS, on August 2, 2021, in response to the Delta variant of COVID-19, the Contra Costa County Health Officer issued Health Order No. COVID19-51, for nearly all individuals to wear masks when inside public spaces and such mandate remains in effect in specified high-risk settings, consistent with California Department of Health recommendations including public transit, healthcare settings and congregate living; and

WHEREAS, on September 20, 2021, and reaffirmed on September 1, 2022, the Contra Costa County Health Officer issued recommendations for safely holding public meetings strongly recommending the availability of remote access as an alternative to participating in person at meetings as it presents the lowest risk of transmission of COVID-19 and such recommendation remains in effect; and

WHEREAS, the Centers for Disease Control and Prevention ("CDC") recommends safety measures based upon COVID-19 community levels based on their local context and their unique needs in efforts to slow the spread of COVID-19 and reduce the rate of infection; and

WHEREAS, in the interest of public health and safety, and in response to the local recommendation for measures to promote social distancing, the City Council deems it necessary to invoke the provisions of AB 361 related to teleconferencing; and

WHEREAS, the City Council desires to provide a way for the Council, staff, and members of the public to participate in meetings remotely as an alternative to having to attend meetings in person; and

WHEREAS, the City Council hereby finds that the presence of COVID-19 and the increase of cases due to the Delta and Omicron variants would present imminent risks to the health or safety of certain attendees, including legislative bodies and staff, during in person meetings; and

WHEREAS, the City shall ensure that it's meetings comply with the provisions required by AB 361 (2021) for holding teleconferenced meetings; and

WHEREAS, the City Council has re-affirmed the necessary findings in order for the City Council, and all of the City's other legislative bodies, to continue to hold remote teleconference meetings pursuant to AB 361, in whole or in part, and on that basis adopted a Resolution Of The City Council Of The City Of Pinole Authorizing Continued Remote Teleconference Meetings Pursuant To AB 361 on November 16, 2021, and every thirty (30) days thereafter; and

WHEREAS, the City Council has reconsidered the need to conduct meetings remotely within thirty (30) days of the Resolution and finds the need continues to exist.

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

1. The above recitals are true and correct, and incorporated into this Resolution.

2. In compliance with AB 361 (2021), and in order to continue to conduct teleconference meetings, in whole or in part, without complying with the usual teleconference meeting requirements of the Brown Act, the City Council makes the following findings:

   a) The City Council has reconsidered the circumstances of the State of Emergency; and

   b) Either of the following circumstances exist: The state of emergency continues to directly impact the ability of members to meet safely in person, or State or local officials continue to impose or recommend social distancing measures.

3. The City Council and all of the City's other legislative bodies may continue to meet remotely in compliance with AB 361 (2021), whether in whole or part, in order to better ensure the health and safety of the public.

4. The City Council will revisit the need to conduct meetings remotely within thirty (30) days of the adoption of this resolution.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 18th day of October, 2022, 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 the 18th day of October, 2022.

_____
Heather Bell, CMC
City Clerk

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CITY COUNCIL REPORT

9D

DATE: OCTOBER 18, 2022

TO: MAYOR AND COUNCIL MEMBERS

FROM: HEATHER BELL, CITY CLERK
ANDREW MURRARY, CITY MANAGER

SUBJECT: RESOLUTION IN SUPPORT OF FREE AND FAIR ELECTIONS

RECOMMENDATION

Staff recommends that the City Council adopt a resolution in support of free and fair elections.

BACKGROUND

At the September 6, 2022 City Council meeting, Mayor Pro Tem Devin Murphy requested a future agenda item for the City Council to adopt a resolution in support of local democracy and free and fair elections. The City Council gave its consensus to bring the item forward at a future meeting.

REVIEW & ANALYSIS

The City of Pinole, with the City Clerk acting as the Elections Official, is responsible for administering the City's general municipal elections for both candidates and local ballot measures as well as processing petitions related to initiatives, recalls, and referendums.

The City has a long-standing practice of consolidating its elections with the Contra Costa County Elections Division, as allowed for in the California Elections Code. It has always been the aim of the City to conduct reliable and trustworthy elections to ensure residents can vote freely and fairly.

According to the Secretary of State, "[m]isinformation, intentional or otherwise, continues to confuse voters and sow distrust in the electoral process." The Secretary of State's Office is committed to ensuring that elections are free, fair, safe, secure, accurate, and accessible. In an effort to address the misinformation being spread, the Secretary of State has created a resource on its website, "California Elections Rumor Control" that aims to educate voters on issues on a variety of topics and restore faith in democratic process and local Elections Officials.

To protect elections within the State of California, the California Elections Code encourages every candidate for public office in the state to subscribe to the Code of Fair Campaign Practices, which includes prohibitions on electioneering and activity that could corrupt or appear to corrupt the voting process.

The State Code of Fair Campaign Practices is included in Pinole's nomination paperwork given to every candidate for elected office and is attached for reference as Attachment B.

City staff has created a resolution (Attachment A) for Council's consideration. By adopting the proposed resolution the City would stand in solidarity with the Secretary of State and reaffirm its commitment to free and fair elections, the rights of voters to decide the outcome of democratic elections, and the subsequent peaceful transition of power.

FISCAL IMPACTS

There is no fiscal impact.

ATTACHMENTS

A Proposed Resolution

B. Code of Fair Campaign Practices

ATTACHMENT A

RESOLUTION NO. 2022-XX

COMMITTING TO CORE PRINCIPLES OF DEMOCRACY

WHEREAS, the City of Pinole recognizes that the foundation of the United States of America rests firmly upon the principle of the Rule of Law, holding that all persons, institutions, and entities are equally protected by, and accountable to, the law, and

WHEREAS, the City of Pinole holds that the peaceful transfer of power, established during the inauguration of President Thomas Jefferson in 1801 after his defeat of John Adams and continued without exception for 220 years until the 2020 election, is not merely a venerable tradition but paramount to the survival of democracy and the Republic, and

WHEREAS, the City of Pinole holds sacred its position as elected representatives of the people and its responsibility to respect the will of the voters in the majority who choose their representatives.

WHEREAS, in a nationwide survey from local election officials of all political affiliations, nearly 1 in 3 election workers knows a colleague that has left their job at least in part because of fears for their safety, increased threats, or intimidation as result of political attacks on our election system;

WHEREAS, in a nationwide survey from local election officials of all political affiliations, 2 in 3 election officials believe that false information about elections is making their jobs more dangerous; and

WHEREAS, in a nationwide survey from local election officials of all political affiliations, more than 3 in 4 election officials believe the federal government needs to do more to support them and nearly 1 in 3 election officials feel that their local government should do more to support them; and

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

1. The City of Pinole solemnly commits to its constituents that it will recognize the legitimacy of the duly and democratically elected officials of this jurisdiction, the State of California, and the United States of America, regardless of personal preference, and

2. The City of Pinole will not tolerate attempts by any elected officials, candidates, special interest groups, or other actors to disregard the will of the voters and

override the results of a free and fair election, and will use our platform to fiercely defend our Constitution and our democracy from unlawful insurrection.

3. The City of Pinole calls on our state and federal representatives to condemn the January 6th violent attempted insurrection, and to condemn the ongoing effort to sabotage our elections by passing barriers to voting;

4. The City of Pinole will encourage our constituents the people of Pinole will step up to become poll workers or nonpartisan election observers to ensure that elections are nonpartisan and every vote counts.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 18th day of October, 2022, 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 the 18th day of October, 2022.

California Secretary of State

CODE OF FAIR CAMPAIGN PRACTICES

(Elections Code § 20440)

ATTACHMENT B

There are basic principles of decency, honesty, and fair play which every candidate for public office in the State of California has a moral obligation to observe and uphold in order that, after vigorously contested but fairly conducted campaigns, our citizens may exercise their constitutional right to a free and untrammeled choice and the will of the people may be fully and clearly expressed on the issues.

THEREFORE:

(1) I SHALL CONDUCT my campaign openly and publicly, discussing the issues as I see them, presenting my record and policies with sincerity and frankness, and criticizing without fear or favor the record and policies of my opponents or political parties that merit this criticism.

(2) I SHALL NOT USE OR PERMIT the use of character defamation, whispering campaigns, libel, slander, or scurrilous attacks on any candidate or his or her personal or family life.

(3) I SHALL NOT USE OR PERMIT any appeal to negative prejudice based on a candidate's actual or perceived race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, marital status, age, sexual orientation, sex, including gender identity, or any other characteristic set forth in Section 12940 of the Government Code, or association with another person who has any of the actual or perceived characteristics set forth in Section 12940 of the Government Code.

(4) I SHALL NOT USE OR PERMIT any dishonest or unethical practice that tends to corrupt or undermine our American system of free elections, or that hampers or prevents the full and free expression of the will of the voters including acts intended to hinder or prevent any eligible person from registering to vote, enrolling to vote, or voting.

(5) I SHALL NOT coerce election help or campaign contributions for myself or for any other candidate from my employees.

(6) I SHALL IMMEDIATELY AND PUBLICLY REPUDIATE support deriving from any individual or group that resorts, on behalf of my candidacy or in opposition to that of my opponent, to the methods and tactics that I condemn. I shall accept responsibility to take firm action against any subordinate who violates any provision of this code or the laws governing elections.

(7) I SHALL DEFEND AND UPHOLD the right of every qualified American voter to full and equal participation in the electoral process.

I, the undersigned, candidate for election to public office in the State of California or treasurer or chairperson of a committee making any independent expenditures, hereby voluntarily endorse, subscribe to, and solemnly pledge myself to conduct my campaign in accordance with the above principles and practices.

Print Name	Signature
Date	Office

Return to Agenda

CITY COUNCIL REPORT

9E

DATE: OCTOBER 18, 2022

TO: MAYOR AND COUNCIL MEMBERS

FROM: SANJAY MISHRA, PUBLIC WORKS DIRECTOR

SUBJECT: APPROVE UPDATES TO THE CITY OF PINOLE PROCUREMENT POLICY IN ORDER TO MAKE THE CITY MORE COMPETITIVE FOR STATE AND FEDERAL GRANTS BY INCORPORATING ENVIRONMENTALLY PREFERABLE PURCHASES AND PRACTICES (EPPP) AND CALTRANS LOCAL ASSISTANCE PROGRAM REQUIREMENTS

RECOMMENDATION

Staff recommends that the City Council approve updates to the City of Pinole Procurement Policy to incorporate Environmentally Preferable Purchases and Practices (EPPP) and Caltrans Local Assistance requirements in order to make the City more competitive for certain State and federal grants.

BACKGROUND

Grant funding agencies usually have requirements regarding the purpose and manner in which grant recipients can expend grant funds. Some grant funding agencies have specific requirements regarding grant recipients' procurement policies and procedures. Having an Environmentally Preferable Purchases and Practices (EPPP) policy is a prerequisite to compete for certain grant funds from the California Department of Resources Recycling and Recovery (CalRecycle). An EPPP policy can also address requirements prescribed by Senate Bill (SB) 1383 (short-lived climate pollutants), which requires cities to procure a specified amount of recovered organic waste products, and recycled content paper products.

Cities must also follow the procedures for procuring consultant services laid out in the California Department of Transportation (Caltrans) Local Assistance Procedural Manual to receive federal funds for roadway improvements.

The City of Pinole's current Procurement Policy (attached) was approved by the City Council on October 20, 2020. In order to be eligible to respond to certain grant solicitations, seek federal grant reimbursement for roadway projects, and be compliant with SB 1383, the City must include an EPPP and a policy on consultant services procurement, both of which can be incorporated into the City's Procurement Policy.

REVIEW & ANALYSIS

Staff is proposing updates to the City of Pinole's Procurement Policy which will enable the City to respond to certain grant solicitations, seek federal grant reimbursement for roadway projects, and be compliant with SB 1383.

This update to the Procurement Policy reflects the City's commitment to adopt policies to demonstrate environmental stewardship and comply with CalRecycle and Caltrans requirements for projects receiving state and federal funds.

SB 1383 addresses the following topics which are included as part of the update to the current Procurement Policy:

1. Annual Recovered Organic Waste Product Procurement Target
2. Requirements for City Departments
3. Procedures & Recordkeeping Requirements for Procured Organic Products (for City Projects)
4. Requirements for Compost and or Mulch Giveaway Events or Other Distribution Events
5. Requirements for Procurement of Renewable Gas, Electricity Procured from Biomass Conversion
6. Requirements for Procurement of Recycled Content Paper Products
7. City Vendor Procurement Requirements
8. Procurement Recordkeeping Responsibilities

EPPP also includes prioritizing zero emission and/or hybrid fuel-efficient vehicles, sustainable landscaping/maintenance methods, energy efficient electronic equipment, solar installations and battery storage, and water efficient products and adopting Leadership in Energy and Environmental Design (LEED) green building practices.

Ensuring that the City's Procurement Policy is in compliance with federal and State funding requirements will make the City eligible to respond to grant opportunities from various federal transportation programs that will be utilized to improve critical road infrastructure. This update will ensure that the City will follow the procedures for procuring consultant services found in the most recent version of the Local Assistance Procedural Manual current at the time of the project.

FISCAL IMPACT

There will be a fiscal impact to the City budget for adopting these amendments. There will be an increase in material and equipment costs to adopt LEED compliance and green building practices. There will be some energy and maintenance savings as well. The amount of budget needs for adopting these amendments cannot be determined at this stage but will be determined for individual project implementation.

Adoption of EPPP will make the City eligible to receive various CalRecycle and environmental project grants. Compliance with Caltrans requirements will make the City

eligible to seek reimbursement of grant funds from federal transportation programs.

ATTACHMENTS

A. Current City of Pinole Procurement Policy
B. Procurement Policy Proposed Amendment
C. Resolution

ATTACHMENT A

CITY OF PINOLE PROCUREMENT POLICY

(effective as of October 20, 2020)

I. PURCHASING POLICY OVERVIEW

The purpose of this policy is to outline the guiding principles, rules, and standards applicable to all purchases of goods, services, and supplies made by the City of Pinole.

II. CONTRACTING PRINCIPLES

The requirements contained in this policy are informed by several guiding principles. Adherence to these principles ensures that the City's purchases are consistent with applicable legal requirements and best practices and that public funds are expended responsibly.

A. COMPETITIVE PROCESS

This policy is designed to promote full and open competition among potential vendors. Through full and open competition, the City is able to realize better pricing and more favorable terms. In interpreting this policy, staff should rely on interpretations that favor greater and more robust competition among vendors.

B. BEST OVERALL VALUE

This policy is designed to ensure that the City is getting the best value for its money when making purchases. When not required by law to select the lowest bidder, this principle permits the City to consider factors other than just price in determining what constitutes the best overall value to the City.

C. FAIRNESS AND TRANSPARENCY

This policy is designed to promote fairness and transparency in the City's purchasing system. Complying with this policy fosters equal opportunities for vendors wishing to do business with the City and ensures that public expenditures are made in an open and consistent manner.

D. COMPLIANCE WITH LAW AND BEST PRACTICES

This policy is informed by and incorporates applicable laws, regulations, and best practices applicable to public procurements. Compliance with this policy ensures that purchases are conducted in accordance with the City's legal and ethical obligations and responsibilities.

III. STANDARDS OF CONDUCT/ETHICAL CONSIDERATIONS

A. CODE OF CONDUCT

Employees are responsible for providing access to City procurement opportunities in a fair and impartial manner to all responsible suppliers, vendors, and contractors. In addition, all employees shall behave in a manner that avoids improprieties or the appearance of improprieties to maintain the public's confidence in the integrity of the City's purchasing system.

B. CONFLICT OF INTEREST

If a city officer or employee has a real or apparent conflict of interest, said individual may not participate in the selection, award, or administration of any contract, including those supported by a federal award or funding, that implicates that conflict of interest. If a city officer or employee participates

in making a contract where said individual has a real or apparent conflict of interest, such conflict may nullify or void a contract. As nullification or voiding of a contract is a serious matter with potentially significant consequences for the City, every officer or employee is responsible for recognizing and reporting a potential conflict of interest in timely manner.

A conflict of interest may arise when the city officer or employee has a direct financial interest in, or would receive a direct or material benefit arising from a contract. City officers and employees shall not be financially interested in any contract made by them in their official capacity, as such terms are defined in California Government Code Sections 1090 et seq. and 87100 et seq., and relevant case law. Prohibited interests include interests of immediate family members, domestic partners, and their respective employers or prospective employers.

City officers and employees shall report any potential or actual conflict of interest to their respective Department Head or to the City Attorney as soon as a conflict is suspected or discovered. If city officers or employees are uncertain about whether they have a conflict of interest regarding a particular contract, the individual shall consult the City Attorney’s Office as soon as practicable.

It is important to note that consultants of a public entity are considered public officials under Government Code section 1090 and are subject to the requirements therein. City officers and employees should consult the City Attorney’s Office on potential conflict of interest issues with respect to the City’s third-party consultants and contractors.

C. CONDUCT WITH VENDORS

All employee interactions with vendors shall be conducted in a fair, open, and transparent manner. Employees shall:

i. Refrain from showing favoritism to vendors or being unduly influenced by external factors outside the criteria outlined in this policy.
ii. Select all vendors on the basis of meeting appropriate and fair criteria in accordance with the requirements of this policy.

D. NO GRATUITIES

No City employee shall solicit, demand, accept, or agree to accept, and shall avoid the appearance of accepting, a gift of goods or services, payment, loan, advance, deposit of money, or employment offer presented, promised in return for, or in anticipation of favorable consideration in a City procurement.

E. INTERNAL CONTROLS

Employees shall comply with the City's internal control procedures outlined in the City's Procurement Procedures. The policies guiding these internal control procedures are as follows:

i. Employees must have or seek proper signature authority and expenditure authority for all transactions to ensure proper tracking and appropriate level of approval for all expenditures.

ii. Duties must be segregated to diminish the risk and/or appearance of any improprieties. The Finance Director is responsible for separation of duties in an effort to negate any improprieties or the appearance of improprieties. If an employee has a question regarding separation of duties, he/she should reach out to the Finance Director for clarification.

iii. Employees must create and maintain adequate documents and records supporting compliance with the City's procurement policies and procedures for all transactions and retain those records in accordance with the City's record retention schedule.

IV. CONTRACTING AUTHORITY

A. APPROVAL AUTHORITY

All City expenditures and purchases must be approved by the either the City Manager, the Department Head (in the case of micro purchases), or the City Council. No expenditure shall be submitted or recommended to the City Council except upon approval of the City Manager or his or her authorized representative. Note that contract approval authority is distinct from budgetary approval authority. All City expenditures and purchases, regardless of amount, must be included and/or contemplated in the City's budget approved by City Council or approved by separate resolution of the City Council.

B. MONETARY THRESHOLDS

(See Appendix A for a reference chart depicting monetary thresholds by category).

1. **Non-Public Works Purchases**. The following monetary approval thresholds apply to expenditures/purchases that do not qualify as public works projects pursuant to the Public Contract Code.

   (a) ***Department Head*** — Any expenditure, purchase, or contract (single-year or multi-year) valued under $10,000 may be approved by a Department Head, provided that the funding for the purchase or contract is authorized in the budget approved by the City Council.

   (b) ***City Manager Approval*** — Any expenditure, purchase, or contract (single-year or multi-year) valued at forty-five thousand dollars ($45,000) or less may be approved by the City Manager, provided that the funding for the purchase or contract is authorized in the budget approved by the City Council.

   (c) ***City Council Approval —*** Any expenditure, purchase, or contract (single-year or multi-year) that exceeds forty-five thousand dollars ($45,000) shall be authorized and approved by resolution of the City Council.

2. **Public Works Projects**. The Public Contract Code prescribes special procurement procedures for public works projects. Public works projects are defined as projects involving the "construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any

publicly-owned, leased, or operated facility." This definition specifically excludes maintenance projects defined as "Routine, recurring, and usual work for the preservation or protection of any publicly-owned or publicly-operated facility for its intended purposes; minor repainting; resurfacing of streets and highways at less than one inch; landscape maintenance, including mowing, watering, trimming, pruning, planting, replacement of plants, and servicing of irrigation and sprinkler systems; nor work performed to keep, operate, and maintain publicly owned water, power, or waste disposal systems, including, but not limited to, dams, reservoirs, powerplants, and electrical transmission lines of 230,000 volts and higher" (PCC § 22002 (c) and (d)).

(a) ***City Manager Approval* —** Any contract for a public works project valued at $200,000 or less may be awarded and approved by the City Manager.

(b) ***City Council Approval*** — Any contract for a public works project valued over $200,000 shall be awarded and approved by resolution of the City Council.

C. NOTICE OF COMPLETION

The City Manager, in consultation with the City Engineer, is authorized by the City Council to approve and file notices of completion on behalf of the City.

V. TYPES OF PROCUREMENTS

In the course of conducting City business, the City is required to make a variety of different types of purchases. The type of purchase dictates the policies and procedures for procuring and formalizing the purchase. Before employees make a purchase, they should identify the type of purchase and the proper method for completing that purchase.

A. PURCHASES OF GOODS/SUPPLIES

This category of purchases includes the purchase of tangible durable and non-durable goods by the City. Examples of these types of purchases include fuel, tools, office supplies, chemicals, machinery, food, and furniture. These types of purchases are distinct from the purchase of non-tangible services.

B. SERVICES

This category of purchases includes the hiring of individuals, firms, or entities to perform services for the benefit of the City. There are two categories of services: general services and consultant/professional services.

1. *General Services* — General services are non-professionalized services that are often purchased to maintain or service the City's equipment or facilities. Examples of these types of services include office equipment maintenance, cleaning services, IT support services, disposal services, and food delivery services.

2. *Consultant/Professional Services* — Consultant/Professional services are specialized services where the City hires an

individual or firm to perform professional or technical tasks. Examples of these types of services include engineering and design services, audit services, architectural services, and legislative affairs services.

C. NON-PUBLIC WORKS CONSTRUCTION

Public works construction projects have a specific statutory definition and strict associated requirements. A small segment of City construction projects do not fall within the definition of "public works." For these projects, the City has greater discretion in the method and manner of procuring these types of projects. Non-public works projects include minor repainting, minor road resurfacing, landscaping work, and other routine and recurring maintenance work for public facilities.

D. PUBLIC WORKS

Public works projects include projects involving the "construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly-owned, leased, or operated facility." Examples of these projects are renovation of existing and construction of new City facilities, and significant road and street improvements.

VI. METHODS OF PROCUREMENT

A. OVERVIEW

The type of purchase and the amount of a purchase dictates the method of procurement. Smaller and less complex purchases involve less stringent competitive requirements. Conversely, more valuable and more complex purchases require stricter, more formalized competitive processes. (See

Appendix A for a reference chart outlining the method of procurement by type and amount of purchase)

B. INFORMAL PROCUREMENT

1. *Micro Purchases* — Micro purchases need not be awarded competitively, but the price must be determined to be fair and reasonable and should be distributed equitably among qualified suppliers. Micro Purchases do not require advertising or solicitation of quotes/bids. However, seeking multiple quotes/bids, even when not required, is a best practice and helps to ensure that the City receives better pricing for its purchases. Micro purchasing may be used for purchases of goods/general services valued under $10,000.

2. *Informal Solicitation* — Informal solicitation involves seeking three (3) written quotes from potential vendors. These written quotes may be informally documented, such as through emails between City employees and potential vendors. Informal solicitation may be used for purchases of goods, general services, non-public works construction projects, and consultant/professional services valued at $45,000 or less. This method may also be used for public works projects valued at $60,000 or less.

3. *Informal Bidding for Public Works Projects* — Under informal bidding procedures, the City must: (i) draft a notice inviting bids; (ii) send the notice to a City-maintained list of qualified

contractors, identified according to categories of work; and/or (iii) send the notice to all appropriate construction trade journals specified by the California Uniform Construction Cost Accounting Commission. The notice must be sent at least ten (10) calendar days before bids are due. Bids must be submitted to the City by a predetermined time and date as outlined in the bidding notice. This process is governed by California Public Contract Code §22034 and Pinole Municipal Code §3.34.040. Informal bidding procedures shall be used for public works projects over $60,000 and up to $200,000 in value.

C. FORMAL PROCUREMENT

1. *Formal Bidding—*

(a) **Public Works.** Under formal bidding procedures, the City must: (i) draft a notice inviting bids; (ii) publish the notice in a newspaper of general circulation at least fifteen (15) calendar days prior to the date of the opening the bids; and (iii) send the notice to all appropriate construction trade journals specified by the California Uniform Construction Cost Accounting Commission. Bids must be submitted to the City by a predetermined time and date as outlined in the bidding notice. For public works procurements, this process is governed by California Public Contract Code § 22037. Formal bidding procedures shall be used for public works projects over $200,000 in value.

(b) **Non-Public Works.** Under formal bidding procedures, the City must: (i) draft a notice inviting bids; (ii) post the notice on the City's website and on City message boards; (iii) send the notice to appropriate/relevant trade publications. Bids must be submitted to the City by a predetermined time and date as outlined in the bidding notice. Formal bidding procedures shall also be used for the purchase of goods, general services, and non-public works construction projects valued at over $45,000.

2. *Formal Competitive Proposals (RFP)* — In a formal competitive proposal process, the City must: (i) prepare a request for proposal document identifying the project requirements, vendor qualifications, and evaluation factors; (ii) send the RFP to an adequate number of qualified sources as determined by the relevant department head or the City Manager; (iii) publish notice of the RFP in a local newspaper and/or post the RFP on the City's website at least ten (10) days prior to the deadline for receipt of proposals; and (iv) establish and implement procedures for evaluation of proposals. Formal competitive proposals shall be used for purchases of consultant/professional services valued at more than $45,000.

D. DESIGN-BUILD CONTRACTING

Design-build contracting is a form of public works construction contracting that combines both the design and construction phases into one contract and may include other phases and processes. The City may utilize this type of

procurement for certain types of services and property related to public works construction projects identified in subsection 1 below subject to making the required findings identified in subsection 2 below, and following the appropriate procedures outlined in subsection 3 below.

1. *Design-build components* — The services and property that may be combined in a design-build contract are:
   (a) Planning;
   (b) Design;
   (c) Construction management;
   (d) Construction;
   (e) Manufacturing;
   (f) Financing;
   (g) Maintenance;
   (h) Rebuilding;
   (i) Improving;
   (j) Repairing;
   (k) Operation;
   (l) Purchase and installation of materials;
   (m) Equipment;
   (n) Purchase of real property whether in fee, easement, lease or license; and
   (o) Any other services necessary for a design-build entity to deliver a functional project.
2. *Findings Required* — To use a design-build process, the City Manager or City Council must make a finding that takes into consideration costs, timing, extraordinary circumstances such as the need to incorporate specialized equipment or other

project components, the need to coordinate with third parties, and project financing.

3. *Requirements* — Design-build procurements follow the same requirements that apply to formal competitive proposals as outlined in Section VI (C)(3) and the Procurement Procedures Manual. However, some form of bid security may be warranted in accordance with the requirements in Formal Bidding Procedures (Section VI (C)(1)) and the Procurement Procedures Manual.

E. COOPERATIVE PROCUREMENT

Cooperative purchasing allows the City to buy goods or services based on a competitively bid contract prepared by another public agency, when that other agency and the vendor(s) agreed in advance to a cooperative process. Use of purchasing cooperatives is encouraged as a way to obtain goods and services by aggregating volume, securing value pricing, and reducing administrative overhead. Measured use of purchasing cooperatives can significantly reduce the time and resources needed to competitively purchase goods and services. The following list summarizes the requirements and relevant considerations applicable to cooperative procurements.

1. *Competitive Purchasing* — Cooperative purchasing programs should be based on competitively awarded contracts that substantially comply with the City's procurement procedures outlined in this policy.
2. *Purchasing Cooperatives* — There are numerous purchasing cooperatives that the City can evaluate to use for a particular

procurement. Some leading cooperatives include state contracts such as California Multiple Award Schedules (CMAS); the Department of General Services (DGS); OMNIA Partners (Formerly U.S. Communities Cooperative Purchasing); Sourcewell (formerly National Joint Powers Alliance); NASPO ValuePoint (formerly WSCA-NASPO; the National Cooperative Purchasing Alliance (NCPA); and, federal General Services Agency (GSA) procurements (GSA Advantage for State and Local Governments).

3. *Value Analysis* — Purchases using any given cooperative need not be based on the absolute lowest pricing and may consider factors in addition to price, such as the time and/or resources needed for the City to independently competitively bid for the good or service.
4. *Time Limit* — The cooperative competitive bidding process that the City seeks to utilize must have occurred within twenty-four (24) months from the date the City seeks to obtain the goods or services.
5. *Piggyback Contracting* — Subject to the appropriate approval authority and if in the best interest of the City, the City may enter into contracts for goods and services, the pricing and terms of which have been previously established by another public agency or purchasing cooperative. However, care must be taken to ensure all of the City's contracting standards are satisfied. Sometimes the underlying contract or commitment originally made to a purchasing cooperative or other agency is difficult to find; however, care must be taken to ensure the City

is protected via a contract. Employees should consult the City Attorney's Office for guidance on meeting the City's contracting requirements for cooperative procurements.

F. SOLE SOURCE PROCUREMENT

Regardless of the estimated cost of a purchase, the City is not required to engage in a competitive procurement process, either formal or informal, under Section V when a competitive procurement is infeasible for the reasons articulated in this section. In all cases, the City must verify and document that a particular procurement meets the criteria for a sole source identified below, and the use of sole source must be approved by the City Manager.

In order to utilize a sole source procurement, at least one of the following statements must be true: (1) The item is only available from one source; (2) After solicitation of a number of sources, the competition is determined inadequate; and/or (3) one of the conditions described below applies:

(a) Unique or Innovative Concept–The vendor demonstrates a unique or innovative concept or capability not available from another source. "Unique or Innovative Concept" means a new, novel, or changed concept, approach, or method that is the product of original thinking, the details of which are kept confidential or are patented or copyrighted, and is available to the City only from one source and has not in the past been available to the City from another source;

(b) Patents or Restricted Data Rights – Patent or data rights restrictions preclude competition;

(c) Substantial Duplication Costs – In the case of a subsequent contract for the continued development or production of highly specialized equipment or products and/or major components thereof, when it is likely that award to another contractor would result in substantial duplication of costs that are not expected to be recovered through competition;

(d) Unacceptable Delay – In the case of a subsequent contract for the continued development or production of highly specialized equipment or products and/or major components thereof, when it is likely that award to another contractor would result in unacceptable delays in fulfilling the City's needs.

G. EMERGENCY PROCUREMENT

Emergency procurements are those purchases necessary to avoid or mitigate a clear and imminent threat or danger where delay could result in loss of life or danger to health, welfare, or property or threaten the continued operation of the City or the provision of essential City services. Contracts awarded under this Section do not require adherence to the City's standard procurement requirements outlined in this policy. However, if practical, it is

strongly encouraged to at least obtain oral approval from the City Manager's Office prior to making purchases pursuant to this Section.

Contracts awarded pursuant to an emergency as defined under this section require that the City Manager present a report to the City Council, at the next available meeting, describing the emergency, the actions taken, and the number and dollar amount of contracts awarded. Note that the City may be required to pass an emergency resolution or ordinance in order to be reimbursed by state or Federal agencies for emergency purchases.

H. EXEMPT PROCUREMENTS

This Section outlines types of procurements that are exempt from the standard competitive requirements outlined in this policy and also includes special considerations related to those exempt procurements. Despite the fact that a procurement may be exempt, the City may still conduct negotiations as to price, delivery and terms in connection with the award of a contract that does not require a competitive process. Nothing in this section shall preclude the solicitation of competitive bids or proposals when possible. The following is a list of procurements that are exempt from the competitive requirements outlined in this Policy.

1. Emergency procurements as defined in Section VI(G) above;
2. Specified materials or equipment that can be obtained from only one source and there is no adequate substitute in accordance with the criteria outlined in Section VI(F) above;
3. Legal or professional services that are highly specialized;
4. Design-build projects as defined in Section VI(D);

5. Cooperative procurements described in Section VI(E);
6. Procurements funded by grants, donations or gifts when any special conditions require the purchase of particular materials and/or services;
7. Purchase of surplus property owned by another public entity, or payment to other public entities or utilities;
8. Membership dues, conventions, training, travel arrangements, or advertisements in magazines, newspapers, or other media;
9. Works of art, entertainment or performance; and
10. Where competitive bids or proposals have been solicited and no bid or proposal has been received. In such situations the City Manager may proceed to have the goods procured or services performed without further competitive bidding.

VII. SPECIAL POLICIES, PROGRAMS, AND CONSIDERATIONS

Depending on the amount and/or type of purchase, there are several policies, procedures and programs that must be considered. These include:

- Application of Local Business Purchasing Preference;
- Information Technology Purchases
- Procedures for Purchases Utilizing Federal Grant Funds;
- Purchase Orders/Blanket Purchase Orders;
- Qualified Contractors/Vendors;
- Surplus Property.

A. LOCAL BUSINESS PURCHASING PREFERENCE

Preference to locally-owned businesses will be exercised to the extent it is consistent with the law and in the best interest of the public. If a purchase utilizes federal and state funds, then the City will not apply local preferences. In addition, the City will make an effort to ensure that its solicitations are received by small, minority-owned and/or women-owned businesses and will also make an effort to identify and remedy any barriers to such firms participating in the procurement process.

1. *Criteria for Preference.*
   (a) When bidding or purchasing goods, equipment, and services local preference may be given to a responsible, responsive Local Businesses.
   (b) The granting of these preference must be made on a determination by the purchasing officer that quantity and quality of the local product is equal to that of the next lowest or comparable bidder.
   (c) In order for a business to be eligible to claim the preference, the business must meet the definitions of Local Business outlined below.

2. *Definition of Local Business.* A local business is:
   (a) A business located at a fixed location within the boundaries of the City of Pinole or a home-based business located within the boundaries of the City of Pinole;
   (b) A business that has a valid business license and is current in the payment of the business license tax;

(c) A business owned and operated by a City of Pinole resident, with a valid City of Pinole business license.

3. *Inapplicability.* Application of the local business preference does not apply in the following situations:

(a) Bids for public projects as defined by Public Contracts Code Sections 20161 and 22002;

(b) Purchases of goods and services through contracts of other governmental jurisdictions or public agencies, or cooperative purchasing agreements;

(c) Contracts for professional or legal services;

(d) Purchases or contracts funded, in whole or in part, by a governmental entity, or private and public grants and the laws, regulations or policies governing such funding prohibit application of the local preference;

(e) Purchases or contracts funded, in whole or in part, by the federal or state government;

(f) Purchases made, or contracts let under emergency situations; and

(g) Purchases that involve the installation of a cogeneration plant or other energy conservation project.

B. INFORMATION TECHNOLOGY PURCHASES

The City recognizes that purchasing information technology systems and equipment on the basis of lowest purchase price alone may not always serve the best interests of the City. Therefore, to ensure hardware requirements and

software compatibility, all such purchases must be reviewed by the Information Systems Department prior to purchase.

C. PURCHASES WITH FEDERAL/STATE FUNDS

When purchasing goods and services involving the use of federal grant funds, the City is required to follow the provisions of 2 CFR Part 200 Subpart A §200.318 General Procurement Standards through §200.326 Contract Provisions. Employees should consult with the City Attorney on any questions regarding application of these requirements to particular purchases.

When purchasing goods and services involving the use of state of California funds, the City may be required to follow provisions of state law, regulations, and policy depending upon the specific source of the state funds. Employees should consult with the City Attorney on any questions regarding application of state requirements to particular purchases.

D. PURCHASE ORDERS/BLANKET PURCHASE ORDERS

1. *Purchase Order.* A Purchase Order is a document issued to a vendor or contractor to authorize purchases of goods, equipment, and services. Purchase orders are required for all purchases of goods, equipment and services, in addition to any required contract documents.

   The purpose of a Purchase Order is to:

   (a) Ensure compliance with this policy.

   (b) Encumber funds when an unencumbered appropriation exists in the fund.

There are exemptions from Purchase Order requirements. Examples of such exemptions include acquiring land, utility payments, payments to other governmental agencies, and debt service payments. A list of exemptions is outlined in the Procurement Procedures Manual.

2. *A Blanket Purchase Order*. A blanket purchase order is an arrangement whereby the City contracts with a vendor to provide equipment or supplies on an as-needed and often, over-the-counter basis. Blanket Purchase Orders provide a mechanism whereby items that are uneconomical to stock may be purchased in a manner that allows field operations timely access to necessary materials. Blanket Purchase Orders shall not be used to purchase services, capital assets or items maintained in stock. All Blanket Purchase Orders must be authorized by the City Manager.

   Blanket Purchase Orders must be confirmed annually, before the beginning of the fiscal year. Requests for Blanket Purchase Orders may also be submitted on an as-needed basis. Once a Blanket Purchase Order is issued to a vendor, any authorized City employee may contact the vendor directly to place orders per the terms and conditions specified in the Blanket Purchase Order.

Request for Blanket Purchase Order must be reviewed based upon the following criteria:

(a) Geographic location.

(b) Responsiveness and capabilities.

(c) Average dollar value and type of items to be purchased.

(d) Frequency of need.

All Blanket Purchase Orders shall include the following information:

(a) A general description of the equipment or supplies that may be charged.

(b) The period of time the order will remain open, not to exceed one year.

(c) The maximum total amount that may be charged on the purchase order.

(d) Identification of the department(s) and employee(s) who may charge against order.

(e) Requirement that the employee show CITY identification.

(f) Requirement that employees print and sign their names when picking up goods.

(g) Account number(s) to be charged

E. QUALIFIED CONTRACTORS/VENDORS

The City maintains a list of qualified contractors in accordance with the provisions of Pinole Municipal Code § 3.34.040, Public Contract Code § 22034, and criteria promulgated from time to time by the California Uniform Construction Cost Accounting Commission. This list is

utilized for procurements of public projects greater than sixty thousand dollars $60,000 and less than or equal to two hundred thousand dollars ($200,000) that are being let through informal bid procedures. In addition to the qualified contractors list, the City may elect to maintain a list of qualified vendors.

F. PURCHASES AT AUCTION

Use of public auctions may be an appropriate method of procurement if approved in advance by the City Manager or City Council, depending on the amount of the purchase.

VIII. DEFINITIONS

Competitive Bidding Process. The process of soliciting and obtaining formal and informal bids, including price quotations, from competing sources, from which an award is typically made to the lowest responsive and responsible bidder.

Cooperative Procurement. A variety of arrangements whereby two or more public entities purchase goods and/or services from the same supplier or multiple suppliers using a single competitive bid or proposal. The combining of the purchasing requirements of two or more public entities to leverage the benefits of volume purchases, including administrative savings and other demonstrable advantages.

Department Head. A department head is a City employee holding a director-level position within the City organization. Department Heads are members of the City executive team and are charged with managing the goals, duties, budget, and

personnel of individual City departments. The Fire Chief, Police Chief, Development Services Director, and Finance Director are all Department Heads.

Emergency Procurement. Emergency procurements are those purchases necessary to avoid or mitigate a clear and imminent threat or danger where delay could result in loss of life or danger to health, welfare, or property or threaten the continued operation of the City or the provision of essential City services.

Formal Procurement. Formal procurement describes procurements processes that require adherence to stricter and more formalized procedures and standards. Formal procurement includes formal bidding and formal competitive proposal processes. Formal procurement is used for higher value and more complex purchases.

Formal Bidding. A procurement process for public works projects valued at $200,000 or more and for the purchase of goods, general services and non-public works construction projects valued at over $45,000. For public works project procurements, this process is governed by California Public Contract Code § 22037. This process involves stricter and more formalized procedures than informal bidding.

Formal Competitive Proposals (RFP). A procurement process where the City solicits proposals for consultant/professional services from potential providers. A formal RFP process is for expenditures greater than $45,000. The RFP typically starts with a scope of work and requests proposals to perform it. Proposals typically include a price component which is part of the evaluation criteria to determine which proposal best meets the needs of the City.

General Services. Work performed, or services rendered by outside persons or entities hired by the City. Such services include but are not limited to, custodial services, building and equipment maintenance, machinery and equipment rental, utility services, and land surveying. General Services does not include contracts for public works. This type of work typically involves services where the methods for performing the work is standardized.

Informal Bidding. A procurement process for public works projects valued at more than $60,000 but less than $200,000. This process is governed by California Public Contract Code §22034 and Pinole Municipal Code §3.34.040 and involves less formalized and less strict procedures than formal bidding.

Informal Solicitation. A procurement process where the City solicits written quotes from potential vendors. These written quotes may be informally documented, such as through emails between City employees and potential vendors. This process may be used for purchases of goods, general services, non-public works construction projects, and consultant/professional services valued at $45,000 or less and may also be used for public works projects valued at $60,000 or less.

Informal Procurement. Informal procurement describes procurements processes that permit more flexible and less formalized procedures and standards. Informal procurement includes micro purchases, informal solicitation, and informal bidding. Informal procurement is used for lower value and less complex purchases.

Local Preference. A program where local businesses are given preference in the City's procurement process.

Micro purchases. A procurement process where purchases need not be awarded competitively, but the price must be determined to be fair and reasonable and should be distributed equitably among qualified suppliers. This process may be used for purchase of goods/general services valued under $10,000.

Non-Public Works project. A type of project that does not fall within the definition of "public works project" under the Public Contract Code and is thus, not governed by the competitive requirements applicable to "public works projects." Examples of non-public works projects include maintenance projects defined as "Routine, recurring, and usual work for the preservation or protection of any publicly-owned or publicly-operated facility for its intended purposes; minor repainting; resurfacing of streets and highways at less than one inch; landscape maintenance, including mowing, watering, trimming, pruning, planting, replacement of plants, and servicing of irrigation and sprinkler systems; nor work performed to keep, operate, and maintain publicly owned water, power, or waste disposal systems, including, but not limited to, dams, reservoirs, powerplants, and electrical transmission lines of 230,000 volts and higher" (PCC § 22002 (c) and (d)).

Piggybacking. A form of intergovernmental cooperative purchasing whereby the City utilizes the contract pricing and terms of another government agency to purchase the same goods or services.

Professional Services. Those services provided by a person or firm engaged in a profession based on a generally recognized special knowledge or skill, including but not limited to, the professions of accountant, attorney, artist, architect, biologist, archeologist, landscape architect, construction manager, engineer, environmental consultant, training or educational consultant, and whose services are considered distinct and unique to such a degree that bidding may not be feasible. Typically, when using professional services there is considerable professional judgement on how work is to be accomplished in meeting a scope of work. As a result, other factors besides price are relevant in determining who to use in meeting City goals.

Public Works. This term is used in two regulatory arenas. In the Public Contract Code, it refers to the construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement of any kind, including, but not limited to, demolitions, and the construction and installation of drainage systems, lighting and signaling systems, sewer and water systems, and park and recreational facilities. This is the common usage that guides the City's budgeting, purchasing and other processes. However, it is important to note that the Labor Code uses this term to cover certain maintenance activities of these same public assets, which trigger prevailing wage laws.

Sole Source. A situation where a good or service can only be obtained from one source due to its proprietary or specialized nature.

APPENDIX A

Type of Purchase	Cost	Approval Authority	Documentation	Procurement Method
Goods/General Services	Under $10,000	Department Head	Purchase Order/Invoice	Micro Purchase
Goods/General Services/Non PW Construction	$45,000 or less	City Manager	Contract	Informal Solicitation
Goods/General Services/Non PW Construction	Over $45,000	City Council	Contract	Formal Bidding
Consultant/Professional Services	$45,000 or less	City Manager	Contract	Informal Solicitation
Consultant/Professional Services	Over $45,000	City Council	Contract	Formal Competitive Proposals
Public Works	$60,000 or less	City Manager	Contract	Informal Solicitation
Public Works	Over $60,000 up to $200,000	City Manager	Contract	Informal Bidding
Public Works	Over $200,000	City Council	Contract	Formal Bidding
Federally-Funded Public Works	*Transactions utilizing federal funds are governed by federal law and procedures*			
Federally-Funded Goods/Services	*Transactions utilizing federal funds are governed by federal law and procedures*			

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ATTACHMENT B

CITY OF PINOLE PROCUREMENT POLICY

(effective as of October 20, 2020, revised xyz date 2022~~)~~

I. PURCHASING POLICY OVERVIEW

The purpose of this policy is to outline the guiding principles, rules, and standards applicable to all purchases of goods, services, and supplies made by the City of Pinole.

II. CONTRACTING PRINCIPLES

The requirements contained in this policy are informed by several guiding principles. Adherence to these principles ensures that the City's purchases are consistent with applicable legal requirements and best practices and that public funds are expended responsibly.

A. COMPETITIVE PROCESS

This policy is designed to promote full and open competition among potential vendors. Through full and open competition, the City is able to realize better pricing and more favorable terms. In interpreting this policy, staff should rely on interpretations that favor greater and more robust competition among vendors.

B. BEST OVERALL VALUE

This policy is designed to ensure that the City is getting the best value for its money when making purchases. When not required by law to select the lowest bidder, this principle permits the City to consider factors other than just price in determining what constitutes the best overall value to the City.

C. FAIRNESS AND TRANSPARENCY

This policy is designed to promote fairness and transparency in the City's purchasing system. Complying with this policy fosters equal opportunities for vendors wishing to do business with the City and ensures that public expenditures are made in an open and consistent manner.

D. COMPLIANCE WITH LAW AND BEST PRACTICES

This policy is informed by and incorporates applicable laws, regulations, and best practices applicable to public procurements. Compliance with this policy ensures that purchases are conducted in accordance with the City's legal and ethical obligations and responsibilities.

III. STANDARDS OF CONDUCT/ETHICAL CONSIDERATIONS

A. CODE OF CONDUCT

Employees are responsible for providing access to City procurement opportunities in a fair and impartial manner to all responsible suppliers, vendors, and contractors. In addition, all employees shall behave in a manner that avoids improprieties or the appearance of improprieties to maintain the public's confidence in the integrity of the City's purchasing system.

B. CONFLICT OF INTEREST

If a city officer or employee has a real or apparent conflict of interest, said individual may not participate in the selection, award, or administration of any contract, including those supported by a federal award or funding, that implicates that conflict of interest. If a city officer or employee participates

in making a contract where said individual has a real or apparent conflict of interest, such conflict may nullify or void a contract. As nullification or voiding of a contract is a serious matter with potentially significant consequences for the City, every officer or employee is responsible for recognizing and reporting a potential conflict of interest in timely manner.

A conflict of interest may arise when the city officer or employee has a direct financial interest in, or would receive a direct or material benefit arising from a contract. City officers and employees shall not be financially interested in any contract made by them in their official capacity, as such terms are defined in California Government Code Sections 1090 et seq. and 87100 et seq., and relevant case law. Prohibited interests include interests of immediate family members, domestic partners, and their respective employers or prospective employers.

City officers and employees shall report any potential or actual conflict of interest to their respective Department Head or to the City Attorney as soon as a conflict is suspected or discovered. If city officers or employees are uncertain about whether they have a conflict of interest regarding a particular contract, the individual shall consult the City Attorney's Office as soon as practicable.

It is important to note that consultants of a public entity are considered public officials under Government Code section 1090 and are subject to the requirements therein. City officers and employees should consult the City Attorney's Office on potential conflict of interest issues with respect to the City's third-party consultants and contractors.

C. CONDUCT WITH VENDORS

All employee interactions with vendors shall be conducted in a fair, open, and transparent manner. Employees shall:

i. Refrain from showing favoritism to vendors or being unduly influenced by external factors outside the criteria outlined in this policy.

ii. Select all vendors on the basis of meeting appropriate and fair criteria in accordance with the requirements of this policy.

D. NO GRATUITIES

No City employee shall solicit, demand, accept, or agree to accept, and shall avoid the appearance of accepting, a gift of goods or services, payment, loan, advance, deposit of money, or employment offer presented, promised in return for, or in anticipation of favorable consideration in a City procurement.

E. INTERNAL CONTROLS

Employees shall comply with the City's internal control procedures outlined in the City's Procurement Procedures. The policies guiding these internal control procedures are as follows:

i. Employees must have or seek proper signature authority and expenditure authority for all transactions to ensure proper tracking and appropriate level of approval for all expenditures.

ii. Duties must be segregated to diminish the risk and/or appearance of any improprieties. The Finance Director is responsible for separation of duties in an effort to negate any improprieties or the appearance of improprieties. If an employee has a question regarding separation of duties, he/she should reach out to the Finance Director for clarification.

iii. Employees must create and maintain adequate documents and records supporting compliance with the City's procurement policies and procedures for all transactions and retain those records in accordance with the City's record retention schedule.

IV. CONTRACTING AUTHORITY

A. APPROVAL AUTHORITY

All City expenditures and purchases must be approved by the either the City Manager, the Department Head (in the case of micro purchases), or the City Council. No expenditure shall be submitted or recommended to the City Council except upon approval of the City Manager or his or her authorized representative. Note that contract approval authority is distinct from budgetary approval authority. All City expenditures and purchases, regardless of amount, must be included and/or contemplated in the City's budget approved by City Council or approved by separate resolution of the City Council.

B. MONETARY THRESHOLDS

(See Appendix A for a reference chart depicting monetary thresholds by category).

1. **Non-Public Works Purchases**. The following monetary approval thresholds apply to expenditures/purchases that do not qualify as public works projects pursuant to the Public Contract Code.

   (a) ***Department Head*** — Any expenditure, purchase, or contract (single-year or multi-year) valued under $10,000 may be approved by a Department Head, provided that the funding for the purchase or contract is authorized in the budget approved by the City Council.

   (b) ***City Manager Approval*** — Any expenditure, purchase, or contract (single-year or multi-year) valued at forty-five thousand dollars ($45,000) or less may be approved by the City Manager, provided that the funding for the purchase or contract is authorized in the budget approved by the City Council.

   (c) ***City Council Approval —*** Any expenditure, purchase, or contract (single-year or multi-year) that exceeds fortyfive thousand dollars ($45,000) shall be authorized and approved by resolution of the City Council.

2. **Public Works Projects**. The Public Contract Code prescribes special procurement procedures for public works projects. Public works projects are defined as projects involving the "construction, reconstruction, erection, alteration, renovation,

improvement, demolition, and repair work involving any publicly-owned, leased, or operated facility." This definition specifically excludes maintenance projects defined as "Routine, recurring, and usual work for the preservation or protection of any publicly-owned or publicly-operated facility for its intended purposes; minor repainting; resurfacing of streets and highways at less than one inch; landscape maintenance, including mowing, watering, trimming, pruning, planting, replacement of plants, and servicing of irrigation and sprinkler systems; nor work performed to keep, operate, and maintain publicly owned water, power, or waste disposal systems, including, but not limited to, dams, reservoirs, powerplants, and electrical transmission lines of 230,000 volts and higher" (PCC § 22002 (c) and (d)).

(a) ***City Manager Approval —*** Any contract for a public works project valued at $200,000 or less may be awarded and approved by the City Manager.

(b) ***City Council Approval*** — Any contract for a public works project valued over $200,000 shall be awarded and approved by resolution of the City Council.

C. NOTICE OF COMPLETION

The City Manager, in consultation with the City Engineer, is authorized by the City Council to approve and file notices of completion on behalf of the City.

V. TYPES OF PROCUREMENTS

In the course of conducting City business, the City is required to make a variety of different types of purchases. The type of purchase dictates the policies and procedures for procuring and formalizing the purchase. Before employees make a purchase, they should identify the type of purchase and the proper method for completing that purchase.

A. PURCHASES OF GOODS/SUPPLIES

This category of purchases includes the purchase of tangible durable and non-durable goods by the City. Examples of these types of purchases include fuel, tools, office supplies, chemicals, machinery, food, and furniture. These types of purchases are distinct from the purchase of nontangible services.

B. SERVICES

This category of purchases includes the hiring of individuals, firms, or entities to perform services for the benefit of the City. There are two categories of services: general services and consultant/professional services.

1. *General Services* — General services are non-professionalized services that are often purchased to maintain or service the City's equipment or facilities. Examples of these types of services include office equipment maintenance, cleaning services, IT support services, disposal services, and food delivery services.

2. *Consultant/Professional Services* — Consultant/Professional services are specialized services where the City hires an individual or firm to perform professional or technical tasks. Examples of these types of services include engineering and design services, audit services, architectural services, and legislative affairs services.

C. NON-PUBLIC WORKS CONSTRUCTION

Public works construction projects have a specific statutory definition and strict associated requirements. A small segment of City construction projects do not fall within the definition of "public works." For these projects, the City has greater discretion in the method and manner of procuring these types of projects. Non-public works projects include minor repainting, minor road resurfacing, landscaping work, and other routine and recurring maintenance work for public facilities.

D. PUBLIC WORKS

Public works projects include projects involving the "construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly-owned, leased, or operated facility." Examples of these projects are renovation of existing and construction of new City facilities, and significant road and street improvements.

VI. METHODS OF PROCUREMENT

A. OVERVIEW

The type of purchase and the amount of a purchase dictates the method of procurement. Smaller and less complex purchases involve less stringent

competitive requirements. Conversely, more valuable and more complex purchases require stricter, more formalized competitive processes. (See Appendix A for a reference chart outlining the method of procurement by type and amount of purchase)

B. INFORMAL PROCUREMENT

1. *Micro Purchases* — Micro purchases need not be awarded competitively, but the price must be determined to be fair and reasonable and should be distributed equitably among qualified suppliers. Micro Purchases do not require advertising or solicitation of quotes/bids. However, seeking multiple quotes/bids, even when not required, is a best practice and helps to ensure that the City receives better pricing for its purchases. Micro purchasing may be used for purchases of goods/general services valued under $10,000.

2. *Informal Solicitation* — Informal solicitation involves seeking three (3) written quotes from potential vendors. These written quotes may be informally documented, such as through emails between City employees and potential vendors. Informal solicitation may be used for purchases of goods, general services, non-public works construction projects, and consultant/professional services valued at $45,000 or less. This method may also be used for public works projects valued at $60,000 or less.

3. *Informal Bidding for Public Works Projects* — Under informal bidding procedures, the City must: (i) draft a notice inviting bids; (ii) send the notice to a City-maintained list of qualified contractors, identified according to categories of work; and/or (iii) send the notice to all appropriate construction trade journals specified by the California Uniform Construction Cost Accounting Commission. The notice must be sent at least ten (10) calendar days before bids are due. Bids must be submitted to the City by a predetermined time and date as outlined in the bidding notice. This process is governed by California Public Contract Code §22034 and Pinole Municipal Code §3.34.040. Informal bidding procedures shall be used for public works projects over $60,000 and up to $200,000 in value.

C. FORMAL PROCUREMENT

1. *Formal Bidding*—

(a) **Public Works.** Under formal bidding procedures, the City must: (i) draft a notice inviting bids; (ii) publish the notice in a newspaper of general circulation at least fifteen (15) calendar days prior to the date of the opening the bids; and (iii) send the notice to all appropriate construction trade journals specified by the California Uniform Construction Cost Accounting Commission. Bids must be submitted to the City by a predetermined time and date as outlined in the bidding notice. For public works procurements, this process is governed by California Public Contract Code § 22037.

Formal bidding procedures shall be used for public works projects over $200,000 in value.

(b) **Non-Public Works.** Under formal bidding procedures, the City must: (i) draft a notice inviting bids; (ii) post the notice on the City's website and on City message boards; (iii) send the notice to appropriate/relevant trade publications. Bids must be submitted to the City by a predetermined time and date as outlined in the bidding notice. Formal bidding procedures shall also be used for the purchase of goods, general services, and non-public works construction projects valued at over $45,000.

2. *Formal Competitive Proposals (RFP)* — In a formal competitive proposal process, the City must: (i) prepare a request for proposal document identifying the project requirements, vendor qualifications, and evaluation factors; (ii) send the RFP to an adequate number of qualified sources as determined by the relevant department head or the City Manager; (iii) publish notice of the RFP in a local newspaper and/or post the RFP on the City's website at least ten (10) days prior to the deadline for receipt of proposals; and (iv) establish and implement procedures for evaluation of proposals. Formal competitive proposals shall be used for purchases of consultant/professional services valued at more than $45,000.

D. DESIGN-BUILD CONTRACTING

Design-build contracting is a form of public works construction contracting that combines both the design and construction phases into one contract and may include other phases and processes. The City may utilize this type of procurement for certain types of services and property related to public works construction projects identified in subsection 1 below subject to making the required findings identified in subsection 2 below, and following the appropriate procedures outlined in subsection 3 below.

1. *Design-build components* — The services and property that may be combined in a design-build contract are:

   (a) Planning;

   (b) Design;

   (c) Construction management;

   (d) Construction;

   (e) Manufacturing;

   (f) Financing;

   (g) Maintenance;

   (h) Rebuilding;

   (i) Improving;

   (j) Repairing;

   (k) Operation;

   (l) Purchase and installation of materials;

   (m) Equipment;

   (n) Purchase of real property whether in fee, easement, lease or license; and

   (o) Any other services necessary for a design-build entity to deliver a functional project.

2. *Findings Required* — To use a design-build process, the City Manager or City Council must make a finding that takes into consideration costs, timing, extraordinary circumstances such as the need to incorporate specialized equipment or other project components, the need to coordinate with third parties, and project financing.
3. *Requirements* — Design-build procurements follow the same requirements that apply to formal competitive proposals as outlined in Section VI (C)(3) and the Procurement Procedures Manual. However, some form of bid security may be warranted in accordance with the requirements in Formal Bidding Procedures (Section VI (C)(1)) and the Procurement Procedures Manual.

E. COOPERATIVE PROCUREMENT

Cooperative purchasing allows the City to buy goods or services based on a competitively bid contract prepared by another public agency, when that other agency and the vendor(s) agreed in advance to a cooperative process. Use of purchasing cooperatives is` encouraged as a way to obtain goods and services by aggregating volume, securing value pricing, and reducing administrative overhead. Measured use of purchasing cooperatives can significantly reduce the time and resources needed to competitively purchase goods and services. The following list summarizes the requirements and relevant considerations applicable to cooperative procurements.

1. *Competitive Purchasing* — Cooperative purchasing programs should be based on competitively awarded contracts that

substantially comply with the City's procurement procedures outlined in this policy.

2. *Purchasing Cooperatives* — There are numerous purchasing cooperatives that the City can evaluate to use for a particular procurement. Some leading cooperatives include state contracts such as California Multiple Award Schedules (CMAS); the Department of General Services (DGS); OMNIA Partners (Formerly U.S. Communities Cooperative Purchasing); Sourcewell (formerly National Joint Powers Alliance); NASPO ValuePoint (formerly WSCA-NASPO; the National Cooperative Purchasing Alliance (NCPA); and, federal General Services Agency (GSA) procurements (GSA Advantage for State and Local Governments).
3. *Value Analysis* — Purchases using any given cooperative need not be based on the absolute lowest pricing and may consider factors in addition to price, such as the time and/or resources needed for the City to independently competitively bid for the good or service.
4. *Time Limit* — The cooperative competitive bidding process that the City seeks to utilize must have occurred within twenty-four (24) months from the date the City seeks to obtain the goods or services.
5. *Piggyback Contracting* — Subject to the appropriate approval authority and if in the best interest of the City, the City may enter into contracts for goods and services, the pricing and terms of which have been previously established by another public agency or purchasing cooperative. However, care must

be taken to ensure all of the City's contracting standards are satisfied. Sometimes the underlying contract or commitment originally made to a purchasing cooperative or other agency is difficult to find; however, care must be taken to ensure the City is protected via a contract. Employees should consult the City Attorney's Office for guidance on meeting the City's contracting requirements for cooperative procurements.

F. SOLE SOURCE PROCUREMENT

Regardless of the estimated cost of a purchase, the City is not required to engage in a competitive procurement process, either formal or informal, under Section V when a competitive procurement is infeasible for the reasons articulated in this section. In all cases, the City must verify and document that a particular procurement meets the criteria for a sole source identified below, and the use of sole source must be approved by the City Manager.

In order to utilize a sole source procurement, at least one of the following statements must be true: (1) The item is only available from one source; (2) After solicitation of a number of sources, the competition is determined inadequate; and/or (3) one of the conditions described below applies:

(a) Unique or Innovative Concept–The vendor demonstrates a unique or innovative concept or capability not available from another source. "Unique or Innovative Concept" means a new, novel, or changed concept, approach, or method that is the product of original thinking, the details

of which are kept confidential or are patented or copyrighted, and is available to the City only from one source and has not in the past been available to the City from another source;

(b) Patents or Restricted Data Rights – Patent or data rights restrictions preclude competition;

(c) Substantial Duplication Costs – In the case of a subsequent contract for the continued development or production of highly specialized equipment or products and/or major components thereof, when it is likely that award to another contractor would result in substantial duplication of costs that are not expected to be recovered through competition;

(d) Unacceptable Delay – In the case of a subsequent contract for the continued development or production of highly specialized equipment or products and/or major components thereof, when it is likely that award to another contractor would result in unacceptable delays in fulfilling the City's needs.

G. EMERGENCY PROCUREMENT

Emergency procurements are those purchases necessary to avoid or mitigate a clear and imminent threat or danger where delay could result in loss of life or danger to health, welfare, or property or threaten the continued operation

of the City or the provision of essential City services. Contracts awarded under this Section do not require adherence to the City's standard procurement requirements outlined in this policy. However, if practical, it is strongly encouraged to at least obtain oral approval from the City Manager's Office prior to making purchases pursuant to this Section.

Contracts awarded pursuant to an emergency as defined under this section require that the City Manager present a report to the City Council, at the next available meeting, describing the emergency, the actions taken, and the number and dollar amount of contracts awarded. Note that the City may be required to pass an emergency resolution or ordinance in order to be reimbursed by state or Federal agencies for emergency purchases.

H. EXEMPT PROCUREMENTS

This Section outlines types of procurements that are exempt from the standard competitive requirements outlined in this policy and also includes special considerations related to those exempt procurements. Despite the fact that a procurement may be exempt, the City may still conduct negotiations as to price, delivery and terms in connection with the award of a contract that does not require a competitive process. Nothing in this section shall preclude the solicitation of competitive bids or proposals when possible. The following is a list of procurements that are exempt from the competitive requirements outlined in this Policy.

1. Emergency procurements as defined in Section VI(G) above;

2. Specified materials or equipment that can be obtained from only one source and there is no adequate substitute in accordance with the criteria outlined in Section VI(F) above;
3. Legal or professional services that are highly specialized;
4. Design-build projects as defined in Section VI(D);
5. Cooperative procurements described in Section VI(E);
6. Procurements funded by grants, donations or gifts when any special conditions require the purchase of particular materials and/or services;
7. Purchase of surplus property owned by another public entity, or payment to other public entities or utilities;
8. Membership dues, conventions, training, travel arrangements, or advertisements in magazines, newspapers, or other media;
9. Works of art, entertainment or performance; and
10. Where competitive bids or proposals have been solicited and no bid or proposal has been received. In such situations the City Manager may proceed to have the goods procured or services performed without further competitive bidding.

VII. SPECIAL POLICIES, PROGRAMS, AND CONSIDERATIONS

Depending on the amount and/or type of purchase, there are several policies, procedures and programs that must be considered. These include:

- Application of Local Business Purchasing Preference;
- SB 1383 Procurement Policy Requirements
- Information Technology Purchases
- Procedures for Purchases Utilizing Federal Grant Funds;

- Purchase Orders/Blanket Purchase Orders; • Qualified Contractors/Vendors;
- Surplus Property.

A. LOCAL BUSINESS PURCHASING PREFERENCE

Preference to locally-owned businesses will be exercised to the extent it is consistent with the law and in the best interest of the public. If a purchase utilizes federal and state funds, then the City will not apply local preferences. In addition, the City will make an effort to ensure that its solicitations are received by small, minority-owned and/or women-owned businesses and will also make an effort to identify and remedy any barriers to such firms participating in the procurement process.

1. *Criteria for Preference.*
   (a) When bidding or purchasing goods, equipment, and services local preference may be given to a responsible, responsive Local Businesses.
   (b) The granting of these preferences must be made on a determination by the purchasing officer that quantity and quality of the local product is equal to that of the next lowest or comparable bidder.
   (c) In order for a business to be eligible to claim the preference, the business must meet the definitions of Local Business outlined below.

2. *Definition of Local Business.* A local business is: (a) A business located at a fixed location within the boundaries of the

City of Pinole or a home-based business located within the boundaries of the City of Pinole;

(b) A business that has a valid business license and is current in the payment of the business license tax;

(c) A business owned and operated by a City of Pinole resident, with a valid City of Pinole business license.

3. *Inapplicability.* Application of the local business preference does not apply in the following situations:

(a) Bids for public projects as defined by Public Contracts Code Sections 20161 and 22002;

(b) Purchases of goods and services through contracts of other governmental jurisdictions or public agencies, or cooperative purchasing agreements;

(c) Contracts for professional or legal services;

(d) Purchases or contracts funded, in whole or in part, by a governmental entity, or private and public grants and the laws, regulations or policies governing such funding prohibit application of the local preference;

(e) Purchases or contracts funded, in whole or in part, by the federal or state government;

(f) Purchases made, or contracts let under emergency situations; and

(g) Purchases that involve the installation of a cogeneration plant or other energy conservation project.

B. INFORMATION TECHNOLOGY PURCHASES

The City recognizes that purchasing information technology systems and equipment on the basis of lowest purchase price alone may not always serve the best interests of the City. Therefore, to ensure hardware requirements and software compatibility, all such purchases must be reviewed by the Information Systems Department prior to purchase.

C. PURCHASES WITH FEDERAL/STATE FUNDS

When purchasing goods and services involving the use of federal grant funds, the City is required to follow the provisions of 2 CFR Part 200 Subpart A §200.318 General Procurement Standards through §200.326 Contract Provisions. Employees should consult with the City Attorney on any questions regarding application of these requirements to particular purchases.

When purchasing goods and services involving the use of state of California funds, the City may be required to follow provisions of state law, regulations, and policy depending upon the specific source of the state funds. Employees should consult with the City Attorney on any questions regarding application of state requirements to particular purchases.

In instances of road and transportation projects receiving federal funds, the City will follow the procedures for procuring consultant services found in the most recent version of the Local Assistance Procedural Manual current at the time of the project. As of the 2022 edition of the LAPM, Chapter 10 “Consultants” is the relevant chapter; appended.

D. PURCHASE ORDERS/BLANKET PURCHASE ORDERS

1. *Purchase Order*. A Purchase Order is a document issued to a vendor or contractor to authorize purchases of goods, equipment, and services. Purchase orders are required for all purchases of goods, equipment and services, in addition to any required contract documents.

   The purpose of a Purchase Order is to:

   (a) Ensure compliance with this policy.

   (b) Encumber funds when an unencumbered appropriation exists in the fund.

   There are exemptions from Purchase Order requirements. Examples of such exemptions include acquiring land, utility payments, payments to other governmental agencies, and debt service payments. A list of exemptions is outlined in the Procurement Procedures Manual.

2. *A Blanket Purchase Order*. A blanket purchase order is an arrangement whereby the City contracts with a vendor to provide equipment or supplies on an as-needed and often, over-the-counter basis. Blanket Purchase Orders provide a mechanism whereby items that are uneconomical to stock may be purchased in a manner that allows field operations timely access to necessary materials. Blanket Purchase Orders shall not be used to purchase services, capital assets or items maintained in stock. All Blanket Purchase Orders must be authorized by the City Manager.

Blanket Purchase Orders must be confirmed annually, before the beginning of the fiscal year. Requests for Blanket Purchase Orders may also be submitted on an as-needed basis. Once a Blanket Purchase Order is issued to a vendor, any authorized City employee may contact the vendor directly to place orders per the terms and conditions specified in the Blanket Purchase Order.

Request for Blanket Purchase Order must be reviewed based upon the following criteria:

(a) Geographic location.

(b) Responsiveness and capabilities.

(c) Average dollar value and type of items to be purchased.

(d) Frequency of need.

All Blanket Purchase Orders shall include the following information:

(a) A general description of the equipment or supplies that may be charged.

(b) The period of time the order will remain open, not to exceed one year.

(c) The maximum total amount that may be charged on the purchase order.

(d) Identification of the department(s) and employee(s) who may charge against order.

(e) Requirement that the employee show CITY identification.

(f) Requirement that employees print and sign their names when picking up goods.

(g) Account number(s) to be charged.

E. QUALIFIED CONTRACTORS/VENDORS

The City maintains a list of qualified contractors in accordance with the provisions of Pinole Municipal Code § 3.34.040, Public Contract Code § 22034, and criteria promulgated from time to time by the California Uniform Construction Cost Accounting Commission. This list is utilized for procurements of public projects greater than sixty thousand dollars $60,000 and less than or equal to two hundred thousand dollars ($200,000) that are being let through informal bid procedures. In addition to the qualified contractors list, the City may elect to maintain a list of qualified vendors.

F. PURCHASES AT AUCTION

Use of public auctions may be an appropriate method of procurement if approved in advance by the City Manager or City Council, depending on the amount of the purchase.

G. ~~SB 1383 PROCUREMENT POLICY REQUIREMENTSCLIMATE-FRIENDLY AND~~ ENVIRONMENTALLY PREFERABLE PURCHASES AND PRACTICES POLICY

Senate Bill (SB) 1383 Regulations require jurisdictions to implement specific actions which include annually purchasing a specified amount of recovered organic waste products, and requiring recycled content paper products and recordkeeping to demonstrate compliance. The following details the SB 1383 procurement requirements for the City for meeting the

annual recovered organic waste product procurement target, as well as the recycled-content paper procurement requirements as described in SB 1383 regulations (14 Division 7, Chapter 12, Article 12), and recordkeeping requirements.

Recovered Organic Waste Product Procurement Requirements

A. Annual Recovered Organic Waste Product Procurement Target

1. The City will annually procure for use or giveaway a quantity of Recovered Organic Waste Products that meets or exceeds its Annual Recovered Organic Waste Product Procurement Target.

2. To be eligible to meet the Annual Recovered Organic Waste Product Procurement Target, products that may be procured include the following:

a. Compost.
b. Mulch.
c. Renewable Gas (in the form of transportation fuel, electricity, or heat).
d. Electricity Procured from Biomass Conversion.

B. Requirements for City Departments

1. City department staff that are responsible for landscaping maintenance, renovation, construction, or related activity are to prioritize the use of Compost and Mulch produced from recovered Organic Waste for landscaping maintenance, renovation, or construction. SB 1383 Eligible Mulch used for land application must meet or exceed the physical

contamination, maximum metal concentration and pathogen density standards specified in 14 CCR Section 17852(a) (24.5) (A)(1)-(3).

2. City projects that are subject to the Water Efficient Landscaping Ordinance (WELO), 23 CCR, Division 2, Chapter 2.7 are to keep records of Recovered Organic Product procurement. For all mulch that is land applied, procure Mulch that meets or exceeds the physical contamination, maximum metal concentration, and pathogen density standards for land applications specified in 14 CCR Section 17852(a) (24.5) (A)(1)-(3). City staff are required to keep records, including invoices or proof of Recovered Organic Waste Product procurement (either through purchase or acquisition), and submit records to the Recordkeeping Designee, upon completion of project.

C. Procedures & Recordkeeping Requirements for Procured Organic Products for City Projects

1. City staff are required to keep records, including invoices or proof of Recovered Organic Product procurement (either through purchase or acquisition), and submit records to the Recordkeeping Designee, upon completion of project. Records shall include:

a. General description of how and where the product was used and applied, if applicable.
b. Source of product, including name, physical location, and contact information for each entity, operation, or facility from whom the Recovered Organic Waste Products were procured.
c. Type of product and quantity of each product.
d. Invoice or other record demonstrating purchase or procurement.

D. Requirements for Compost and or Mulch Giveaway Events or Other Distribution Events

1. For Compost and Mulch provided to residents, businesses or other organizations through giveaway events or other types of distribution methods, the City will require that the Direct Service Provider (including the City's franchised hauler) maintain an accurate record of the quantity of Compost and/or Mulch that is distributed.

These records will include:

a. General description of how/where product was used and or applied, as applicable
b. Source of product (physical location), type of product and quantity of product
c. Invoice or other record demonstrating purchase, distribution event or giveaway

2. The City's Recordkeeping Designee will keep records of Compost and Mulch provided for SB 1383 reporting purposes, and for the procurement of Mulch, report that mulch procured by the City or Direct Service Provider meets the land application standards specified in 14 CCR Section 18993.1, as it may be amended from time to time.

3. When Procurement of Recovered Organic Waste Products occurs through a Direct Service Provider, the City will require a written contract or agreement, or execute a purchase order with enforceable provisions that states mulch procured by the Direct Service Provider meets land application standards specified in 14 CCR Section 18993.1, as it may be amended from time to time.

E. Requirements for Procurement of Renewable Gas, Electricity Procured from Biomass Conversion

1. When the City procures Recovered Organic Waste Products that include Renewable Gas and/or Electricity Procured from Biomass Conversion occurs through a Direct Service Provider, the City shall enter into a written contract or agreement or execute a purchase order with enforceable provisions that includes: (i) definitions and specifications for Renewable Gas and/or Electricity Procured from Biomass Conversion and, (ii) an enforcement mechanism (e.g., termination, liquidated damages, etc.) in the event the Direct Service Provider is non- compliant with the requirements.

2. When the City has a Renewable Gas procurement (used for fuel for transportation, electricity, or heating applications), the ~~Town~~City shall ensure compliance with criteria specified in 14 CCR Section 18993.1., keep records for Renewable Gas procured and used by the City and provide records to the Recordkeeping Designee, on a suitable schedule as determined, but not less than annually.

3. If the City procures Renewable Gas from a Publicly-Owned Treatment Works (POTW), the City will annually verify that the Renewable Gas from the POTW complies with the requirements specified in 14 CCR Section 18993.1(h), including, but not limited to the exclusion in 14 CCR Section 17896.6(a)(1). And, the City shall annually receive a record from the POTW documenting the tons of Organic Waste received by the POTW from: (i) a compostable material handling operation or facility as defined in 14 CCR Section 17852(a)(12), other than a chipping and grinding operation or facility as defined in 14 CCR Section 17852(a)(10), that is permitted or authorized under 14 CCR Division 7; (ii) transfer/processing facility or transfer/processing operation as defined in 14 CCR Sections 17402(a)(30)

and (31), respectively, that is permitted or authorized under 14 CCR Division 7; or (iii) a solid waste landfill as defined in Public Resources Code Section 40195.1 that is permitted under 27 CCR Division 2. The City shall require that the POTW annually provide documentation of the percentage of biosolids that the POTW produced and transported to activities that constitute landfill disposal to demonstrate that the POTW transported less than twenty-five percent (25%) of the biosolids it produced to activities that constitute landfill disposal. Landfill disposal is defined pursuant to 14 CCR Section 18983.1(a) and includes final disposition at a landfill; use of material as alternative daily cover or alternative intermediate cover at a landfill, and other dispositions not listed in 14 CCR Section 18983.1(b). Alternative daily cover or alternative intermediate cover are defined in 27 CCR Sections 20690 and 20700, respectively.

The City will also require annual documentation that the POTW receives vehicle-transported solid waste that is an anaerobically digestible material for the purpose of anaerobic co-digestion with POTW treatment plant wastewater to demonstrate that the POTW meets the requirement of 14 CCR Section 18993.1(h)(2). The City will ensure records are submitted to the Recordkeeping Designee on an annual basis.

When the City procures electricity from Biomass Conversion the ~~Town~~City will maintain records detailing the amount of Electricity Procured from Biomass Conversion facilities and receive written notification by an authorized representative of the Biomass Conversion facility certifying that biomass feedstock was received from a permitted solid waste facility identified in 14 CCR Section 18993.1(i). The City will provide these records to the Recordkeeping Designee on an annual basis.

1.15.050 Requirements for Procurement of Recycled Content Paper Products

1. City staff shall purchase Recycled-Content Paper Products and Recycled-Content Printing and Writing Paper that consists of at least thirty percent (30%) recycle content whenever the total cost is the same cost, lesser cost or not more than 10% of the non-recycled content alternative, consistent with the requirements of the Public Contract Code, Sections 22150 through 22154 and Sections 12200 and 12209, as amended. All Paper Products and Printing and Writing Paper shall be eligible to be labeled with an unqualified recyclable label as defined in Title 16 Code of Federal Regulations Section 260.12.
2. City staff are to maintain records of all Paper Products and Printing and Writing Paper purchases and provide sufficient records to the Recordkeeping Designee at an agreed upon schedule, but not less than annually to enable the Recordkeeping Designee to complete the required documentation for CalRecycle. City staff shall provide a copy of the invoice/ documentation of purchases, vendor name, purchaser name, date and quantity purchased, recycled content information or sufficient proof of purchase as agreed upon by CalRecycle. If non-Recycled-Content Paper Products and/or non-Recycled-Content Printing and Writing Paper are purchased, Town staff is to detail why Recycled-Content Paper Products and/or Recycled-Content Printing and Writing Paper were not purchased.

F. City Vendor Procurement Requirements

1. All vendors that provide Paper Products (including janitorial Paper Products) and Printing and Writing Paper to the City are to Provide Recycled-Content Paper Products and Recycled-Content Printing and Writing Paper that consists of at least thirty percent (30%) recycle content whenever the total cost is the same cost, lesser cost or not more than 10% of the non-recycled content alternative, consistent with the requirements of the Public Contract Code, Sections 22150 through 22154 and Sections 12200 and 12209, as amended. Vendors are to only provide Paper Products and Printing and Writing Papers that meet Federal Trade Commission Recyclability standard as defined in Title 16 CFR Section 260.12.
2. Vendors are to certify in writing, under penalty of perjury, the minimum percentage of postconsumer material in the Paper Products and Printing and Writing Paper offered or sold to the City. This certification requirement may be waived if the percentage of postconsumer material in the Paper Products, Printing and Writing Paper, or both can be verified by a product label, catalog, invoice, or a manufacturer or vendor internet website. Vendors are to certify in writing, under penalty of perjury, that the Paper Products and Printing and Writing Paper offered or sold to the City are eligible to be labeled with an unqualified recyclable label as defined in Title 16 CFR Section 260.12.
3. Vendors are to provide records of all Paper Products and Printing and Writing Paper purchased (both recycled-content and non-recycled content) made by a City department to the Recordkeeping Designee on a schedule to be determined by the Recordkeeping Designee. Records shall include a copy of the invoice/ documentation of

purchase, written certifications as required, purchaser name, quantity/date purchased, and if non-Recycled-Content Paper Products and/or non-Recycled-Content Printing and Writing Paper is purchased include a description of why Recycled-Content Paper Products and/or Recycled-Content Printing and Writing Paper were not purchased.

4. All vendors providing printing services to the City via a printing contract or written agreement, shall use Printing and Writing Paper that consists of at least thirty percent (30%), recycle content whenever the total cost is the same cost, lesser cost or not more than 10% of the non-recycled content alternative, consistent with the requirements of the Public Contract Code, Section 12209 or as amended.

SB 1383 PROCUREMENT RECORDKEEPING RESPONSIBILITIES

1. The City Manager or their designee will designate who will be the Recordkeeping Designee and responsible for consolidating information from all City departments pertaining to Procurement of Recovered Organic Waste Products and Recycled-Content Paper Products and Recycled-Content Printing and Writing Paper.

2. The Recordkeeping Designee will track Procurement of Recovered Organic Waste Products, Recycled-Content Paper Products, and Recycled-Content Printing and Writing Paper and complete the following tasks:

a) Collect and collate copies of invoices or receipts (paper or electronic) or other proof of purchase that describe the procurement of Printing and Writing Paper and Paper Products, including the volume and type of all paper purchases; and, copies of certifications and other required verifications from all departments procuring Paper Products and Printing

and Writing Paper (whether or not they contain recycled content) and/or from the vendors providing Printing and Writing Paper and Paper Products. These records must be kept as part of City's documentation of its compliance with 14 CCR Section 18993.3.

b) Collect and collate copies of invoices or receipts or documentation evidencing procurement from all City departments procuring Recovered Organic Waste Products and invoices or similar records from vendors/contractors/others procuring Recovered Organic Waste Products on behalf of the City to ensure compliance in meeting its Annual Recovered Organic Waste Product Procurement Target. These records must be kept as part of the City's documentation of its compliance with 14 CCR Section 18993.1.

c) Collect, collate, and maintain documentation submitted by the City, Direct Service Providers, and/or vendors. Compile an annual report on the City's procurement, vendor/other procurement on behalf of the City of Recovered Organic Waste Products, Recycled-Content Paper Products, and Recycled-Content Printing and Writing Paper, consistent with the recordkeeping requirements contained in 14 CCR Section 18993.2 for the Annual Recovered Organic Waste Product Procurement Target and 14 CCR Section 18993.4 for Recycled-Content Paper Products and Recycled-Content Printing and Writing Paper procurement. This report shall be made available to the City's responsible entity for compiling the annual report to be submitted to CalRecycle (which will include a description of compliance on other SB 1383 regulatory requirements) pursuant to 14 CCR Division 7, Chapter 12, Article 13.

OTHER ENVIRONMENTALLY PREFERABLE PROCUREMENT PRODUCTS, SERVICES AND PRACTICES

1. City staff shall prioritize the purchase of environmentally preferable products, services, and practices, whenever feasible, that include the following:

Zero Emission and or Hybrid Fuel-Efficient Vehicle Fleet. When replacing City fleet vehicles, City staff will prioritize zero emission vehicles and or fuel-efficient vehicles, provided the vehicle meets the performance standard needed for its purpose. When replacing vehicles, less-polluting alternatives such as compressed natural gas, bio-based fuels, hybrids, electric batteries, or fuel cell types are to be considered.

Landscaping/Maintenance Services. When considering landscape maintenance services, City staff will prioritize provisions of Sustainable Guidelines for Landscape Professionals (www.bayfriendlycoalition.org) and establish a preferred list of native and drought-tolerant plants for use.

Energy Efficient Electronic Equipment. When considering purchase of new electronic equipment, City staff will prioritize products that include the "Energy Star" certification and meet "EPEAT" energy efficiency standards. All employees should maintain equipment on the most energy efficient settings.

Solar Installation and Battery Storage. City staff will consider solar installation and battery storage on City properties when deemed economically beneficial.

Water Efficient Products. When considering purchase of water fixtures, plumbing fixtures, and toilets, etc. City staff will prioritize the purchase of items that include the "Water Sense" certification to maximize water efficiency.

Leadership in Energy and Environmental Design (LEED)/Green Building. When building or renovating City facilities, staff will prioritize Leadership in Energy and Environmental Design (LEED) green building practices. When exterior hardscape modifications are made to existing City facilities, staff will consider replacement of impervious surfaces with permeable substitutes such as permeable asphalt, concrete or pavers for walkways, patios, parking lots and driveways.

EFFECTIVE DATE OF POLICY

This amended Policy shall take effect xyz date, 2022

VIII. DEFINITIONS

Competitive Bidding Process. The process of soliciting and obtaining formal and informal bids, including price quotations, from competing sources, from which an award is typically made to the lowest responsive and responsible bidder.

Cooperative Procurement. A variety of arrangements whereby two or more public entities purchase goods and/or services from the same supplier or multiple suppliers using a single competitive bid or proposal. The combining of the

purchasing requirements of two or more public entities to leverage the benefits of volume purchases, including administrative savings and other demonstrable advantages.

Department Head. A department head is a City employee holding a director-level position within the City organization. Department Heads are members of the City executive team and are charged with managing the goals, duties, budget, and personnel of individual City departments. The Fire Chief, Police Chief, Development Services Director, and Finance Director are all Department Heads.

Emergency Procurement. Emergency procurements are those purchases necessary to avoid or mitigate a clear and imminent threat or danger where delay could result in loss of life or danger to health, welfare, or property or threaten the continued operation of the City or the provision of essential City services.

Formal Procurement. Formal procurement describes procurements processes that require adherence to stricter and more formalized procedures and standards. Formal procurement includes formal bidding and formal competitive proposal processes. Formal procurement is used for higher value and more complex purchases.

Formal Bidding. A procurement process for public works projects valued at $200,000 or more and for the purchase of goods, general services and non-public works construction projects valued at over $45,000. For public works project procurements, this process is governed by California Public Contract Code § 22037. This process involves stricter and more formalized procedures than informal bidding.

Formal Competitive Proposals (RFP). A procurement process where the City solicits proposals for consultant/professional services from potential providers. A formal RFP process is for expenditures greater than $45,000. The RFP typically starts with a scope of work and requests proposals to perform it. Proposals typically include a price component which is part of the evaluation criteria to determine which proposal best meets the needs of the City.

General Services. Work performed, or services rendered by outside persons or entities hired by the City. Such services include but are not limited to, custodial services, building and equipment maintenance, machinery and equipment rental, utility services, and land surveying. General Services does not include contracts for public works. This type of work typically involves services where the methods for performing the work is standardized.

Informal Bidding. A procurement process for public works projects valued at more than $60,000 but less than $200,000. This process is governed by California Public Contract Code §22034 and Pinole Municipal Code §3.34.040 and involves less formalized and less strict procedures than formal bidding.

Informal Solicitation. A procurement process where the City solicits written quotes from potential vendors. These written quotes may be informally documented, such as through emails between City employees and potential vendors. This process may be used for purchases of goods, general services, nonpublic works construction projects, and consultant/professional services valued at $45,000 or less and may also be used for public works projects valued at $60,000 or less.

Informal Procurement. Informal procurement describes procurements processes that permit more flexible and less formalized procedures and standards. Informal procurement includes micro purchases, informal solicitation, and informal bidding. Informal procurement is used for lower value and less complex purchases.

Local Preference. A program where local businesses are given preference in the City's procurement process.

Micro purchases. A procurement process where purchases need not be awarded competitively, but the price must be determined to be fair and reasonable and should be distributed equitably among qualified suppliers. This process may be used for purchase of goods/general services valued under $10,000.

Non-Public Works project. A type of project that does not fall within the definition of "public works project" under the Public Contract Code and is thus, not governed by the competitive requirements applicable to "public works projects." Examples of non-public works projects include maintenance projects defined as "Routine, recurring, and usual work for the preservation or protection of any publicly-owned or publicly-operated facility for its intended purposes; minor repainting; resurfacing of streets and highways at less than one inch; landscape maintenance, including mowing, watering, trimming, pruning, planting, replacement of plants, and servicing of irrigation and sprinkler systems; nor work performed to keep, operate, and maintain publicly owned water, power, or waste disposal systems, including, but not limited to, dams, reservoirs, powerplants, and electrical transmission lines of 230,000 volts and higher" (PCC § 22002 (c) and (d)).

Piggybacking. A form of intergovernmental cooperative purchasing whereby the City utilizes the contract pricing and terms of another government agency to purchase the same goods or services.

Professional Services. Those services provided by a person or firm engaged in a profession based on a generally recognized special knowledge or skill, including but not limited to, the professions of accountant, attorney, artist, architect, biologist, archeologist, landscape architect, construction manager, engineer, environmental consultant, training or educational consultant, and whose services are considered distinct and unique to such a degree that bidding may not be feasible. Typically, when using professional services there is considerable professional judgement on how work is to be accomplished in meeting a scope of work. As a result, other factors besides price are relevant in determining who to use in meeting City goals.

Public Works. This term is used in two regulatory arenas. In the Public Contract Code, it refers to the construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement of any kind, including, but not limited to, demolitions, and the construction and installation of drainage systems, lighting and signaling systems, sewer and water systems, and park and recreational facilities. This is the common usage that guides the City's budgeting, purchasing and other processes. However, it is important to note that the Labor Code uses this term to cover certain maintenance activities of these same public assets, which trigger prevailing wage laws.

Sole Source. A situation where a good or service can only be obtained from one source due to its proprietary or specialized nature.

“Annual Recovered Organic Waste Product Procurement Target” means the amount of Organic Waste in the form of a Recovered Organic Waste Product that the City of Pinole’s is required to procure annually under 14 CCR Section 18993.1. This target is calculated by multiplying the per capita procurement target, which shall be 0.08 tons of Organic Waste per California resident per year, times the City’s residential population using the most recent annual data reported by the California Department of Finance.

“Compost” means the product resulting from the controlled biological decomposition of organic solid wastes that are source separated from the municipal solid waste stream or which are separated at a centralized facility or as otherwise defined in 14 CCR Section 17896.2(a)(4).
Compost eligible for meeting the Annual Recovered Organic Waste Product Procurement Target must be produced at a compostable material handling operation or facility permitted or authorized under 14 CCR, Division 7, Chapter 3.1 or produced at a large volume in-vessel digestion facility that composts on-site as defined and permitted under 14 CCR Division 7, Chapter 3.2. Compost shall meet the State’s composting operations regulatory requirements.

“Consider” means to actively and in good faith seek the stated objectives of purchasing recycled content or environmentally preferable products.

“Direct Service Provider” means a person, company, agency, district, or other entity that provides a service or services to the City pursuant to a contract or other written agreement or as otherwise defined in 14 CCR Section 18982(a)(17).

“Electricity Procured from Biomass Conversion” means electricity generated from biomass facilities that convert recovered Organic Waste, such as wood and prunings from the municipal stream, into electricity. Electricity procured from a biomass conversion facility may only count toward the Jurisdiction’s Annual Recovered Organic Waste Product Procurement Target if the facility receives feedstock directly from certain permitted or authorized compostable material handling operations or facilities, transfer/processing operations or facilities, or landfills, as described in 14 CCR Section 18993.1(i).

“Feasible” means whenever possible and compatible with local, state, and federal law, without reducing safety, quality, or effectiveness, and where the practice, product or service is available at a reasonable cost in a reasonable period of time. Reasonable cost shall be no more than 10% of the less sustainable product.

“Leadership in Energy and Environmental Design (LEEDTM) Rating System” means the green building assessment system developed by the U.S. Green Building Council designed for rating new and existing commercial, institutional, and high-rise residential buildings.

Mulch” means mulch eligible to meet the Annual Recovered Organic Waste Product Procurement Target, pursuant to 14 CCR, Division 7, Chapter 12.

Mulch must meet the following conditions for the duration of the applicable procurement compliance year, as specified by 14 CCR Section 18993.1(f)(4):

1. **Be produced at one of the following facilities:**
   - **A. Compostable material handling operation or facility as defined in 14 CCR Section 17852(a)(12), that is permitted or authorized under 14 CCR, Division 7, other than a chipping and grinding operation or facility as defined in 14 CCR Section 17852(a)(10); Mulch excludes mulch from chipping and grinding operations.**
   - **B. Transfer/processing facility or transfer/processing operation as defined in 14 CCR Sections 17402(a)(30) and (31), respectively, that is permitted or authorized under 14 CCR Division 7; or,**
   - **C. A solid waste landfill as defined in Public Resources Code Section 40195.1 that is permitted under 27 CCR, Division 2.**
2. **Meet or exceed the physical contamination, maximum metal concentration, and pathogen density standards for land application specified in 14 CCR Sections 17852(a) (24.5) (A)(1)- (3).**

"Organic Waste" means solid wastes containing material originated from living organisms and their metabolic waste products including, but not limited to, food, yard trimmings, organic textiles and carpets, lumber, wood, Paper Products, Printing and Writing Paper, manure, biosolids, digestate, and sludges, or as otherwise defined in 14 CCR Section 18982(a)(46). Biosolids and digestate are as defined in 14 CCR Section 18982(a)(4) and 14 CCR Section 18982(a) (16.5), respectively.

"Paper Products" include, but are not limited to, paper janitorial supplies, cartons, wrapping, packaging, file folders, hanging files, corrugated boxes,

tissue, toweling; or as otherwise defined in 14 CCR Section 18982(a)(51). Printing/writing paper include, but are not limited to, copy paper, envelopes, envelopes, writing tablets, newsprint, uncoated writing papers, posters, brochures, magazines, and publications; or as otherwise defined in 14 CCR Section 18982(a)(54).

"Procurement of Recovered Organic Waste Products" shall mean purchase or acquisition (e.g., free delivery or free distribution from a hauler or other entity via a written agreement or contract), and end use by the City or others. The City's Annual Recovered Organic Waste Product Procurement Target can be fulfilled directly by the City or by Direct Service Providers through written contracts or agreements for Procurement of Recovered Organic Waste Products at the City's request.

"Publicly-Owned Treatment Works" or "POTW" has the same meaning as in Section 403.3(r) of Title 40 of the Code of Federal Regulations.

"Recovered Organic Waste Products" means products made from California, landfill-diverted recovered Organic Waste processed at a permitted or otherwise authorized operation or facility, or as otherwise defined in 14 CCR Section 18982(a)(60). Products that can be used to meet the Annual Recovered Organic Waste Product Procurement Target shall include Compost, Mulch, Renewable Gas from an in-vessel digestion facility, and Electricity Procured from Biomass Conversion as described herein and provided that such products meet requirements of 14 CCR, Division 7, Chapter 12, Article 12.

“Recordkeeping Designee” means the staff person appointed by the City Manager or their designee track procurement and maintain records of Recovered Organic Waste Product procurement efforts both by the Town and others, if applicable, as required by 14 CCR, Division 7, Chapter 12, Articles 12 and 13.

"Recyclability" means that the Paper Products and Printing and Writing Paper offered or sold to the Town are eligible to be labeled with an unqualified recyclable label as defined in 16 Code of Federal Regulations Section 260.12.

“Recycled-Content Paper Products” and “Recycled-Content Printing and Writing Paper” means such paper products that consist of at least 30%, by fiber weight, postconsumer fiber, consistent with the requirements of Public Contract Code Sections 22150 to 22154,12200 and 12209, and as amended.

“Renewable Gas” means gas derived from Organic Waste that has been diverted from a landfill and processed at an in-vessel digestion facility that is permitted or otherwise authorized by 14 CCR to recover Organic Waste, or as otherwise defined in 14 CCR Section 18982(a)(62).

“SB 1383” means Senate Bill 1383 (Chapter 395, Statutes of 2016), which added Sections 39730.5, 39730.6, 39730.7, and 39730.8 to the Health and Safety Code, and added Chapter 13.1 (commencing with Section 42652) to Part 3 of Division 30 of the Public Resources Code, establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-

lived climate pollutants, as amended, supplemented, superseded, and replaced from time to time.

"SB 1383 Regulations" means or refers to, for the purposes of this policy, the Short-Lived Climate Pollutants (SLCP): Organic Waste Reductions regulations developed by CalRecycle and adopted in 2020 that created 14 CCR, Division 7, Chapter 12 and amended portions of regulations of 14 CCR and 27 CCR.

"State" means the State of California.

APPENDIX A

Type of Purchase	Cost	Approval Authority	Documentation	Procurement Method
Goods/General Services	Under $10,000	Department Head	Purchase Order/Invoice	Micro Purchase
Goods/General Services/Non PW Construction	$45,000 or less	City Manager	Contract	Informal Solicitation
Goods/General Services/Non PW Construction	Over $45,000	City Council	Contract	Formal Bidding
Consultant/Professional Services	$45,000 or less	City Manager	Contract	Informal Solicitation
Consultant/Professional Services	Over $45,000	City Council	Contract	Formal Competitive Proposals

Public Works	$60,000 or less	City Manager	Contract	Informal Solicitation
Public Works	Over $60,000 up to $200,000	City Manager	Contract	Informal Bidding
Public Works	Over $200,000	City Council	Contract	Formal Bidding
Federally-Funded Public Works	*Transactions utilizing federal funds are governed by federal law and procedures*			
Federally-Funded Goods/Services	*Transactions utilizing federal funds are governed by federal law and procedures*			

3592056.1

ATTACHMENT C

RESOLUTION NO. 2022-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, ADOPTING AND APPROVING AMENDMENTS TO THE CITY PROCUREMENT POLICY

WHEREAS, the City of Pinole adopted a Procurement Policy on October 20, 2020; and

WHEREAS, this policy strives to define decision making with prudent review an internal control procedures and to maintain departmental responsibility and flexibility in evaluating, selecting and purchasing, supplies, equipment and services; and

WHEREAS, the purpose of a Procurement Policy is to provide uniformity in purchasing and to define· responsibilities for purchasing supplies, services and equipment for the City of Pinole at a competitive price; and

WHEREAS, the policy addresses Department Heads responsibilities, vendor purchasing methods, bidding procedures, internal control procedures surplus property, pure and credit cards.

WHEREAS, the Procurement Policy must be updated for consistency with other procurement related policies previously adopted by the City Council, meet eligibility for funding opportunities for capital projects,

WHEREAS, the attached amendments to the policy have been reviewed by the Pinole City Council.

NOW THEREFORE, BE IT RESOLVED that the Pinole City Council does hereby adopt and approve the amended Procurement Policy.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the October 18, 2022 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 the 18th day of October, 2022.

_____
Heather Bell, CMC
City Clerk

Return to Agenda

CITY COUNCIL REPORT

9F

DATE: OCTOBER 18, 2022

TO: MAYOR AND COUNCIL MEMBERS

FROM: LILLY WHALEN, COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: ADOPTION OF THE CITY OF PINOLE ECONOMIC DEVELOPMENT STRATEGY

RECOMMENDATION

Staff recommends that the City Council adopt a Resolution (Attachment A) approving the City of Pinole Economic Development Strategy (Exhibit A of Attachment A).

BACKGROUND

In 2020, the Pinole City Council adopted a thoughtful and ambitious Strategic Plan[1] for the City. Among other priorities, Goal 3 (Vibrant and Beautiful Pinole), Strategy 4 directed the creation of a comprehensive Economic Development Strategy (EDS). On September 6, 2022, the Pinole City Council reviewed the Public Review Draft of the EDS[2] and directed staff to present a final draft, incorporating Council feedback, for Councils' adoption on consent at a future Council meeting.

DISCUSSION AND ANALYSIS

The EDS is a strategic framework to guide the City of Pinole's economic development policies and programs over the next five years. It is based on a comprehensive research and stakeholder input process and reflects consensus views on the most promising opportunities and the most pressing challenges facing Pinole's economy. While the EDS places primary emphasis on actions and initiatives to be pursued by the City, it recognizes that a wide array of public- and private-sector entities have roles in influencing the economic vitality of Pinole. In this regard, some of the recommended actions will be carried out through partnerships with other entities.

The EDS is designed to achieve the following major goals over a five-year period:

- Expand economic opportunities for Pinole's resident workforce by fostering creation of a diverse range of quality jobs accessible to residents across the spectrum of education/skill levels

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[1] View the Strategic Plan
[2] View the September 6 2022 EDS Staff Report and Attachments (starting on page 7 of the packet)

- Leverage the economic development potentials of Pinole's historic downtown and waterfront areas through placemaking initiatives and targeted business/development attraction
- Revitalize Pinole's other commercial and industrial areas by encouraging private investment that responds to anticipated real estate market demand
- Strengthen the City's fiscal position by attracting land uses and business types that have the potential to generate General Fund revenue

On September 6, 2022, the City Council reviewed and provided feedback on the draft EGS. The EDS has been updated to address those comments in the following manner:

- Added references to promoting "historic and cultural resources" to discussions about placemaking initiatives (pages 4 and 42).
- (Throughout document) changed "redevelopment" to "revitalization" to emphasize the point that (especially in the downtown) the focus on the strategy is to reactivate existing commercial areas/structures.
- Added language to make clear that references to the "waterfront" are meant to include both the bayfront and the creekfront (pages 8 and 42).
- Added the following objective to Major Initiative 1 (Branding/Marketing): "Creating mechanisms for ongoing stakeholder/public engagement with the City's economic development functions" (page 47).
- Added the following to the description of Major Initiative 2 (Business Retention/Expansion/ Attraction): "The business retention component of this initiative will focus on direct outreach to existing Pinole firms to identify and systematically respond to issues that are threats to the long-term viability and growth of existing core industries; these concerns might include, for example, the City's level of business friendliness, global market changes impacting local businesses, and the impacts of climate change/policy (including water and energy costs). The City's process of preparing a Climate Action and Adaption Plan (scheduled for completion in June 2023) will also include specific outreach to the business community on these issues" (page 49).
- Changed title and substantially re-worded Sub-Strategy 5C (see pages 55-57) to emphasize that this strategy will not necessarily involve formal revision of the Three Corridors Specific Plan, but will more broadly include a review of "the City's land use plans and policies to ensure alignment with EDS objectives."
- Re-prioritized Action Item 6B ("In tandem with partners, establish ongoing mechanisms to improve connection between employers and education/training resources") – moved from Year 2 to Year 1 (page 57).
- Added a new section titled "Metrics for Monitoring Progress" (page 60).

In addition, subsequent to the September 6, 2022 Council meeting, staff asked TNDG to include additional efforts to grow the Hospitality and Tourism cluster. These changes were incorporated in the following manner:

- Added the recommendation that efforts to grow Hospitality and Tourism cluster (one of the priority industry clusters in the EDS) include “potential attraction of hotel development” (pages 7, 44, 45, 49 and 53).
- Added the following Action Step to Major Initiative 2 (Business Retention/Expansion/ Attraction): “As part of an overall focus on growing Hospitality and Tourism (one of the priority industry clusters in the EDS), pursue attraction of hotel development; also, investigate potentials for a specialized focus on ecotourism (leveraging the existing regional park and available hiking/birdwatching areas)” (pages 49-50).

FISCAL IMPACT

There is no fiscal impact associated with adopting the EDS. The City Council has already budgeted funding in FY 2022/23 ($80,000) for carrying out the economic development activities recommended by the EDS.

ATTACHMENTS

A. Resolution Approving the Pinole Economic Development Strategy
Exhibit A: Pinole Economic Development Strategy, October 2022

ATTACHMENT A

RESOLUTION NO. 2022-XX

A RESOLUTION OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING THE CITY OF PINOLE ECONOMIC DEVELOPMENT STRATEGY

WHEREAS, in February 2020, the City Council adopted the City of Pinole Strategic Plan 2020 – 2025; and

WHEREAS, the Strategic Plan identified four goals for the City (safe and resilient, financially stable, vibrant and beautiful, and high performance), and 22 individual strategies (special projects) to complete over a five-year timeframe; and

WHEREAS, Goal 3 (Vibrant and Beautiful Pinole), Strategy 4 directed the creation of a comprehensive Economic Development Strategy; and

WHEREAS, the City has engaged the consulting firm The Dale Natelson Group to create the Economic Development Strategy; and

WHEREAS, The Dale Natelson Group has created an Economic Development Strategy designed to achieve four major goals over a five-year period including expanding economic opportunities for Pinole's resident workforce by fostering creation of a diverse range of quality jobs accessible to residents across the spectrum of education/skill levels, leveraging the economic development potentials of Pinole's historic downtown and waterfront areas through placemaking initiatives and targeted business/development attraction, revitalizing Pinole's other commercial and industrial areas by encouraging private investment that responds to anticipated real estate market demand and strengthening the City's fiscal position by attracting land uses and business types that have the potential to generate General Fund revenue; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Pinole does hereby approve the City of Pinole Economic Development Strategy, attached hereto as Exhibit A, and incorporated herein by this reference.

PASSED AND ADOPTED this 18th day of October 2022**,** 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 18th day of October 2022.

_____

Heather Bell, CMC
City Clerk

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EXHIBIT A

PINOLE ECONOMIC DEVELOPMENT STRATEGY

CITY OF PINOLE, CA
OCTOBER 2022

THE NATELSON DALE GROUP, INC.

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1. INTRODUCTION

This document provides a strategic framework to guide the City of Pinole's economic development policies and programs over the next 5.5 years (starting January 1, 2023). The Pinole Economic Development Strategy (EDS) is based on a comprehensive research and stakeholder input process, and reflects consensus views on the most promising opportunities and the most pressing challenges facing Pinole's economy. While the EDS places primary emphasis on actions and initiatives to be pursued by the City, it recognizes that a wide array of public- and private-sector entities have roles in influencing the economic vitality of Pinole. In this regard, some of the recommended actions will be carried out through partnerships with other entities. Even for those action items in which the City's role is essentially coordination, this function can take many forms and is often critical to solving problems that may not otherwise have a clear constituency or single responsible entity assigned to resolving them.

OVERVIEW OF THE STRATEGIC PLANNING PROCESS

The recommended policies and program activities are based on an extensive planning process that included the following components:

- An analysis of Pinole's existing and projected demographic profile, providing an understanding of underlying trends that may affect economic growth potentials.
- Direct input from a cross section of the City's economic development stakeholders (the EDS Committee listed below) via a series of workshop-style meetings.
- A community workshop and City Council study session to receive public and policymaker input on a draft version of the EDS.
- A review of the various public- and private-sector entities involved in different aspects of economic development (or related activities).
- An industry "cluster" analysis to identify the industry groups (clusters) that are the most important "engines" of the existing local economy, as well as the industry groups that are likely to offer the most attractive growth potentials in the future.
- A real estate market analysis to identify potential future demand for commercial and industrial development in the City.

For both the industry cluster analysis and the real estate demand projections, conclusions were screened through the lens of the ongoing pandemic to identify ways in which immediate and longer-term market opportunities may be altered due to current conditions.

Where relevant, key findings of the background and technical studies are referenced in the EDS.

EDS COMMITTEE

The City of Pinole gratefully acknowledges the participation of the following individuals in the preparation of the EDS:

Alex Gomez, *Kitchen 812*

Brian Baniqued, *Baniqued Commercial Real Estate*

Cheryl Lee, *Pinole Library*

Dr. Nicole Barnett, *Kaiser Permanente*

Ivette Ricco, *Rotary Club of Pinole*

Josephine Orozco, *Bay Front Chamber of Commerce*

Leslay Choy, *San Pablo Economic Development Corporation*

Lino Amaral, *Bay Front Chamber of Commerce*

Marc Guzman, *Baniqued Guzman Asset Management*

Patience Ofodu, *Workforce Development Board of Contra Costa County*

Richard Schoebel, *Retail Opportunity Investments Corp.*

Stephen Baiter, *East Bay Economic Development Alliance*

Tamia Brown, *Workforce Development Board of Contra Costa County*

Teresa Stott, *Bear Claw Bakery*

Wendell Hunter, *Butter Pecan Bakery*

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Pinole EDS at a Glance

Action Plan Goals and Scope

Goals of the EDS Action Plan
Expand economic opportunities for Pinole's resident workforce
Leverage the economic development potentials of Pinole's historic downtown and waterfront areas
Revitalize Pinole's other commercial and industrial areas
Strengthen the City's fiscal position
Foundation conditions integral to the main focus of attracting/retaining targeted business investment
The City's reputation for business/development friendliness
Land, zoning and infrastructure capacity
Entrepreneurial development resources
Education/workforce development systems
Placemaking activities that leverage Pinole's unique locational advantages and sense of community
Overall image and quality of life

Overview of EDS Initiatives

The EDS Action Plan is organized around six major initiatives, shown below and detailed in Chapter 5 of the EDS.
In addition to the City's in-house staffing, non-City partner organizations will carry out some components of the EDS Action Plan, as shown below. Specific partner roles will be defined prior to finalizing the EDS.

Major Initiatives / Entity Roles	City ED Coord.	Comm. Dev.	Other City	Partners	Contractors
Business Development / Job Creation					
1: Implement economic development ***branding/marketing*** program	L			S	S
2: Focus City's ***business retention/ expansion/attraction*** efforts around high-priority clusters	L	S	S	S	
3: Collaborate with reg. partners to expand ***entrepreneurial development***	C	S	S	L	
Creating an Environment for Economic Progress					
4: Systematically review & strengthen City's ***business & development friendliness***	L	S	S	S	
5: Expand ***development capacity*** and ***pursue placemaking*** projects	S	L	S	S	
6: Enhance City's interface with ***education/workforce devel.*** partners	C			L	

L = Lead, S = Support, C = Coordination

EDS Implementation within Pinole Organizational Structure

Currently the City has no ED-specific staff positions. In order to effectively implement the initiatives outlined in the EDS, the City will need to add ED-specific staffing. At least initially, responsibilities will be shared between the new staff position and Community Development, as summarized below.

New ED Staff Position: **Economic Development Coordinator**	**Community Development Director**
Core responsibilities:	
Business growth and development attraction:	**Development capacity and placemaking:**
Branding/marketing coordination	Updating/implementing land use plans to expand development/ redevelopment capacity
Business/development friendliness practices	
Business retention, expansion, attraction	Placemaking improvements to special focus areas (e.g., Downtown, Waterfront)
Entrepreneurial development	
Business/development financing tools	Coordination of infrastructure improvements for targeted development areas
Workforce development interface	
Coord. With non-City ED partners	Affordable housing interface

Target Industries for Attraction

The nine recommended strategic industry cluster targets are organized below under the two categorical headings within which they were derived:

Core strengths. Building on Pinole's existing core economic strengths
Regional clusters. Dominant regional industry clusters that are not currently well represented in Pinole

Targeted Industry Clusters	Core strengths	Regional clusters
1. Retail/Restaurant (focused tenant recruitment in tandem with targeted commercial areas revitalization)	✔	
2. Health Services	✔	
3. Hospitality and Tourism	✔	
4. Information Technology and Analytical Instruments		✔
5. Medical Devices		✔
6. Communications Equipment and Services		✔
7. Business/Professional Services		✔
8. Insurance Services (insurance carriers)		✔
9. Video Production and Distribution (motion picture production and related industries)		✔

2. EXECUTIVE SUMMARY

ACTION PLAN GOALS AND SCOPE

The EDS Action Plan is designed to achieve the following major goals:

- Expand economic opportunities for Pinole's resident workforce
- Leverage the economic development potentials of Pinole's historic downtown and waterfront (bay/creek) areas
- Revitalize Pinole's other commercial and industrial areas
- Strengthen the City's fiscal position

Whereas these goals largely revolve around attracting and retaining targeted business investment, the Action Plan recognizes that the strength of the local business/development environment will ultimately depend on Pinole's strategic attention to a range of "foundational" conditions such as:

- The City's reputation for business/development friendliness
- Land, zoning and infrastructure capacity
- Entrepreneurial development resources
- Education/workforce development systems
- Placemaking initiatives that leverage Pinole's unique locational advantages (including historic and cultural resources) and sense of community
- Overall image and quality of life

POSITIONING OF EDS IMPLEMENTATION WITHIN CITY OF PINOLE'S ORGANIZATIONAL STRUCTURE

A principal purpose of the EDS is to recommend an organizational structure for implementation of an expanded City of Pinole economic development (ED) program. Currently the City has no ED-specific staff positions and ED-related functions are largely carried out by the City Manager's Office and Community Development Department. In order to effectively implement the initiatives outlined in the EDS, the City will realistically need to add ED-specific staffing to complement the existing organizational framework.

The recommended work program assumes that lead responsibility for implementing the various initiatives would be shared between ***a new economic development staff position (tentatively titled "Economic Development Coordinator") and the Community Development Director.***

The new Economic Development Coordinator position would be housed in the Community Development Department and be dedicated to economic development on a 0.5 FTE basis.

The table below shows the general delineation of EDS roles and responsibilities between the Economic Development Coordinator and the Community Development Director.

Economic Development Coordinator	Community Development Director
Core responsibilities: Business growth and development attraction:	***Core responsibilities:*** Development capacity and placemaking:
• Branding/marketing coordination • Business/development friendliness • Business retention, expansion, attraction • Entrepreneurial development • Business/development financing tools • Workforce development interface • Coordination with non-City economic development partners	• Updating and implementation of land use plans to expand capacity for commercial/ industrial development and revitalization • Placemaking improvements to special focus areas (e.g., Downtown, Waterfront) • Coordination of infrastructure improvements for targeted development areas • Affordable housing interface

OVERVIEW OF EDS INITIATIVES

The EDS Action Plan is Organized around six major initiatives:

Business Development / Job Creation	
Major Initiative 1:	Implement economic development ***branding/marketing*** program
Major Initiative 2:	Focus City's ***business retention/expansion/attraction efforts*** around high-priority industry clusters
Major Initiative 3:	Collaborate with regional partners to expand availability of ***entrepreneurial development*** resources in Pinole
Creating an Environment for Economic Progress	
Major Initiative 4:	Systematically review and strengthen City's ***business/development friendliness***
Major Initiative 5:	Expand ***development capacity*** and pursue ***placemaking*** projects
Major Initiative 6:	Enhance City's interface with ***education/workforce development*** partners

ASSIGNMENT OF LEAD, SUPPORT AND COORDINATION ROLES

Some components of the EDS will be carried out through partnerships with non-City partners, with lead, support and coordination roles assigned as follows:

Major Initiative	Recommended Assignment of Lead, Support and Coordination Roles				
	City Economic Development Coordinator	Community Development Director	Other City Departments	Partners	Contractors/ Consultants
1. Branding/Marketing	Lead			Support	Support
2. Business Retention/ Expansion/Attraction	Lead	Support	Support	Support	
3. Entrepreneurial Development	Coordination	Support	Support	Lead	
4. Business / Development Friendliness	Lead	Support	Support	Support	
5. Development Capacity / Placemaking	Support	Lead	Support	Support	
6. Workforce Interface	Coordination			Lead	

The Action Plan indicates the names of specific partner organizations that would potentially have support roles in the EDS initiatives. These organizations have not made specific commitments at this time. Prior to implementing the EDS, the City will have individual discussions with prospective partners to define their potential levels of participation (and the City recognizes that partner commitments to the EDS may involve the City's financial support of the partners' implementation activities).

BUSINESS RETENTION/EXPANSION/ATTRACTION TARGETS

The EDS target industry analysis identified a total of 15 industry clusters that are of potential interest to Pinole. Among the 15 clusters, nine are recommended as strategic targets in the EDS Action Plan. The strategic targets are organized below in two categories:

- **Pinole's existing core strengths**. Strategic approach: retain and expand industry clusters identified as existing core strengths in Pinole (Local Health Services would be an example of an existing core strength)
- **Regional (Contra Costa County) clusters**. Strategic approach: tap into dominant regional industry clusters that are not currently well represented in Pinole (e.g., Information Technology and Analytical Instruments)

	Strategic Approach	
Priority Industry Cluster	**Build on Existing Strength**	**Tap Into Regional Clusters**
1. Retail/Restaurant (focused tenant recruitment in tandem with commercial area revitalization and Downtown improvement efforts)	✓	
2. Health Services	✓	
3. Hospitality and Tourism (including potential attraction of hotel development)	✓	
4. Information Technology and Analytical Instruments		✓
5. Medical Devices		✓
6. Communications Equipment and Services		✓
7. Business/Professional Services		✓
8. Insurance Services (insurance carriers)		✓
9. Video Production and Distribution (motion picture production and related industries)		✓

3. SWOT ASSESSMENT

The technical studies and stakeholder input provided the basis for identification of important SWOT (strength-weakness-opportunity-threat) factors affecting Pinole's economic development potentials. The most significant SWOT issues are summarized below.

SWOT SUMMARY FOR PINOLE ECONOMIC DEVELOPMENT STRATEGY

Strengths	Weaknesses
• Pinole's retail/restaurant facilities attract consumers from the larger (West Contra Costa County) region • Waterfront is an attractive amenity to both residents and visitors • Post-pandemic employment and development trends are likely to help high-amenity communities outside major employment centers	• Limited existing supply of competitive office and industrial development • Limited land capacity for future development • Pinole's percentage of residents with bachelor's, graduate or professional degrees is considerably lower than the East Bay's overall; this potentially limits business attraction options for tech-oriented firms • City's small size/staffing can make it challenging to interface effectively with businesses
Opportunities	**Threats**
• Potential to expand Downtown Pinole's functionality and status as regional destination for shopping, dining, entertainment • Potential to enhance waterfront (bay/creek) • Significant local labor force that currently commutes out of the region: potential opportunity for business attraction and entrepreneurial development efforts • Potential to broaden Pinole's demographic makeup (i.e., attract more workers attractive to tech firms) by expanding housing product mix, including work-from-home considerations • Region is economically dynamic	• Pinole's economy is currently focused mostly on local-serving businesses/jobs; export-oriented industries (with the potential for higher salaries and multiplier impacts) are under-represented in Pinole compared to the rest of the East Bay region • Global declines in brick-and-mortar retail sales are especially problematic to communities over-dependent on local-serving industries • Future population and employment growth are expected to be minimal, reflecting the City's limited supply of developable land

4. HIGHLIGHTS OF BACKGROUND/TECHNICAL STUDIES

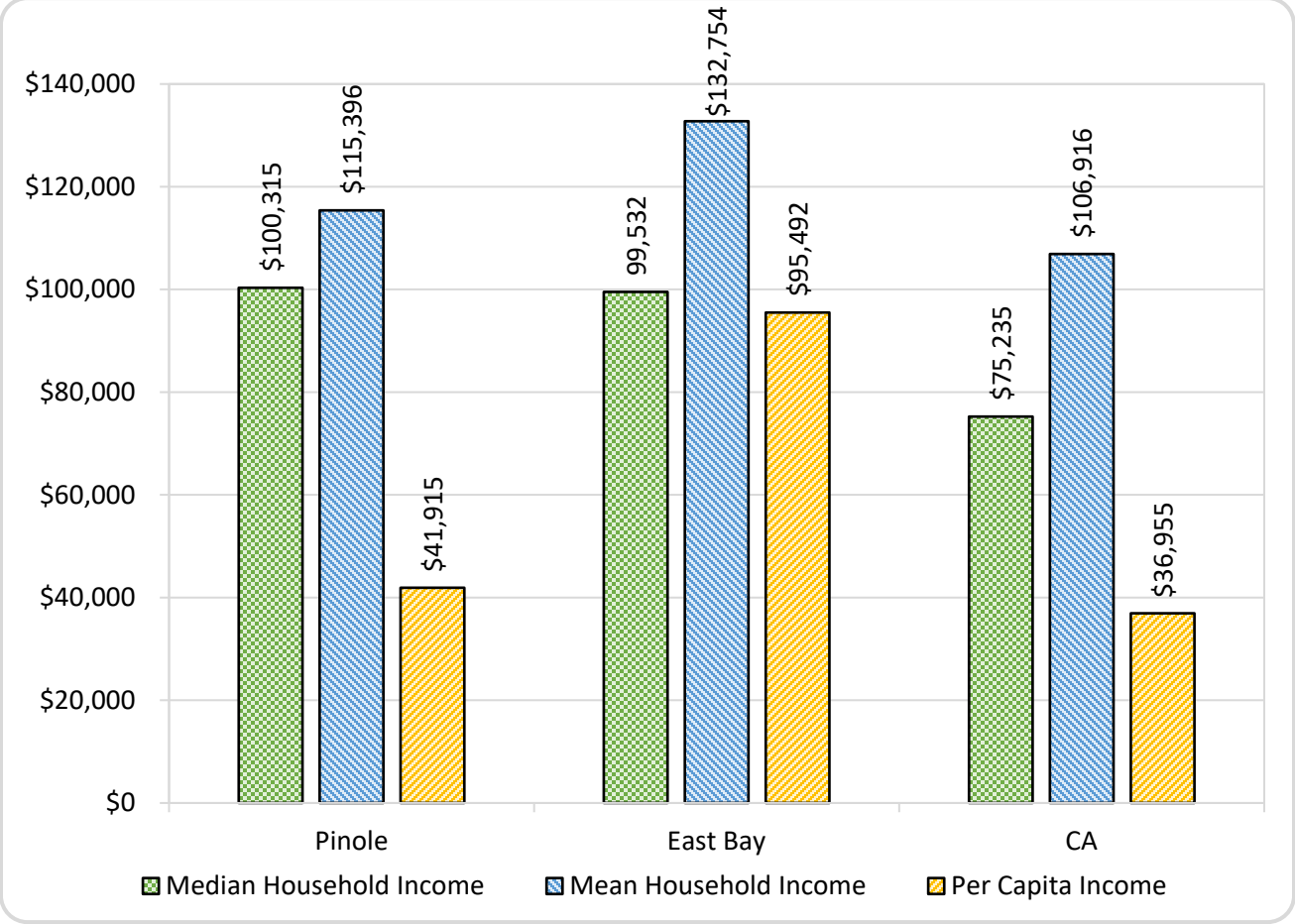
DEMOGRAPHIC AND ECONOMIC OVERVIEW

Census-Based Demographic Profile

The following data were obtained from the U.S. Census Bureau, American Community Survey (ACS) 5-year estimates (2015-19). Data are provided for primarily the City of Pinole, East Bay region (Alameda and Contra Costa counties), and the State of California.

Household and Per Capita Income Levels. Figure 1 provides a summary of income and labor force-related data from the ACS. In terms of household income ranges, Pinole's largest share of households (22.4%) by income category occurs in the $100,000 to $149,999 range. Median household income in Pinole ($100,315) exceeds the state level ($75,235) and is slightly above the East Bay median ($99,532). Similarly, Pinole's average (as distinct from the median) household income level ($115,396) is above the State's but below the East Bay's ($132,754).

FIGURE 1. CENSUS DATA ON INCOME LEVELS – PINOLE, EAST BAY, AND CALIFORNIA



Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates; TNDG.

TABLE 2. CENSUS DATA ON EDUCATIONAL ATTAINMENT - PINOLE, EAST BAY, AND CALIFORNIA

Census Variable	Pinole	East Bay	CA
Education			
Educational Attainment - Population 18 to 24 Years			
Less Than High School Graduate	4.7%	9.9%	11.0%
High School Graduate (Includes Equivalency)	20.9%	28.7%	30.4%
Some College or Associate's Degree	68.0%	46.4%	47.9%
Bachelor's Degree or Higher	6.4%	15.0%	10.7%
Educational Attainment - Population 25 Years and Over			
Less Than 9th Grade	5.2%	5.8%	9.2%
9th to 12th Grade, No Diploma	5.5%	5.3%	7.5%
High School Graduate (Includes Equivalency)	18.6%	17.4%	20.5%
Some College, No Degree	30.0%	18.9%	21.1%
Associate's Degree	9.1%	7.1%	7.8%
Bachelor's Degree	21.6%	26.9%	21.2%
Graduate or Professional Degree	10.1%	18.5%	12.8%

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates; TNDG.

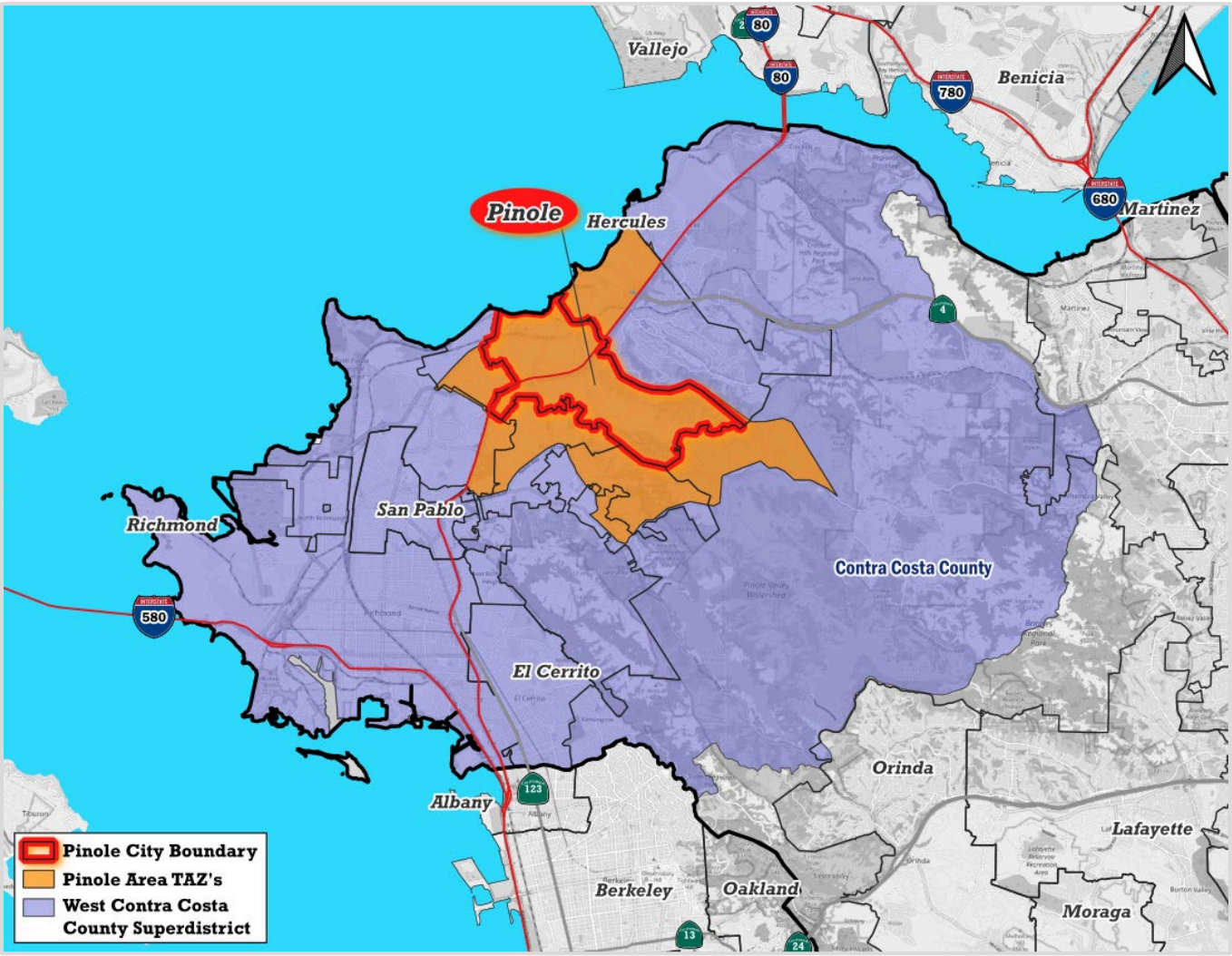
Population and Employment Forecasts (ABAG)

In October 2021 the Association of Bay of Governments (ABAG) ABAG adopted Plan Bay Area 2050, which provides the latest official demographic forecasts for the region. The forecasts are not provided for individual jurisdictions, but are available at the county, subcounty ("superdistrict") and Transportation Analysis Zone (TAZ) levels. Since city-level data are not available, the report summarizes ABAG data for the following geographies:

- "Pinole area" TAZ's (this is an aggregation of data for TAZ's that are wholly or partly within the City of Pinole)
- The West Contra Costa County superdistrict
- Contra Costa County
- The East Bay region (Contra Costa and Alameda counties combined)
- The overall Bay Area (all ABAG counties)

Figure 2 shows the Pinole area TAZ's and the West Contra Costa County superdistrict in comparison to the City of Pinole boundaries.

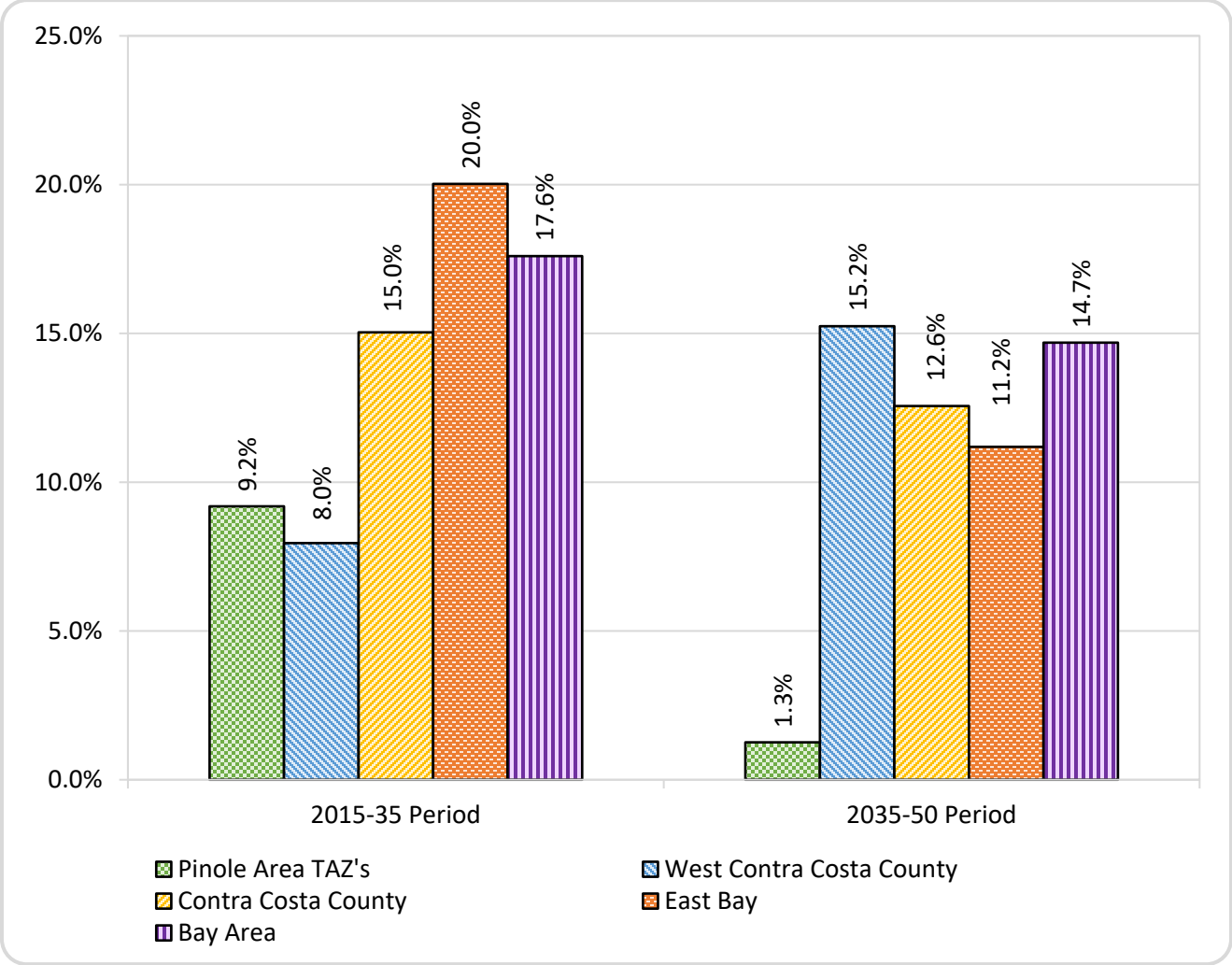
FIGURE 2. ABAG COMPARATIVE GEOGRAPHIC AREAS



Source: ABAG Plan Bay Area 2050; TNDG

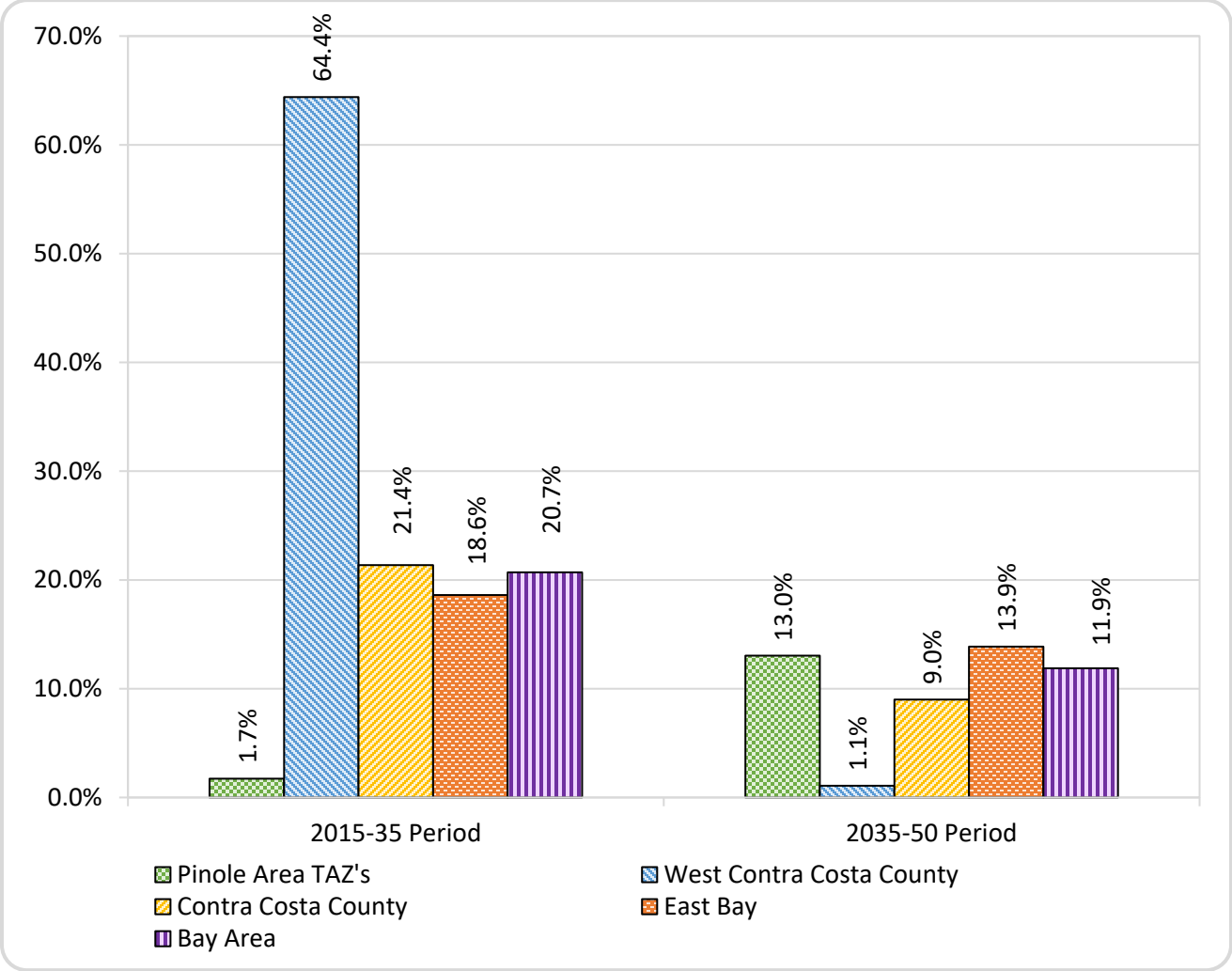
The figures below depict ABAG's growth rate projections for the 2015-2035 and 2035-2050 periods. Population in the Pinole Area TAZ's is projected to grow at a higher rate during the initial time period of 2015 to 2035, and more moderately during the following fifteen years from 2035 to 2050. In contrast, employment in the Pinole Area TAZ's is slated to increase moderately over the initial time period and at a higher rate during the subsequent fifteen years. Other geographic areas (with the exception of the West Contra Costa County superdistrict) are slated to experience greater population and employment growth during the initial period between 2015 to 2035, and a decreased growth rate from 2035 to 2050.

FIGURE 3. ABAG POPULATION FORECASTS (% GROWTH): 2015-35 AND 2035-50



Source: ABAG Plan Bay Area 2050; TNDG.

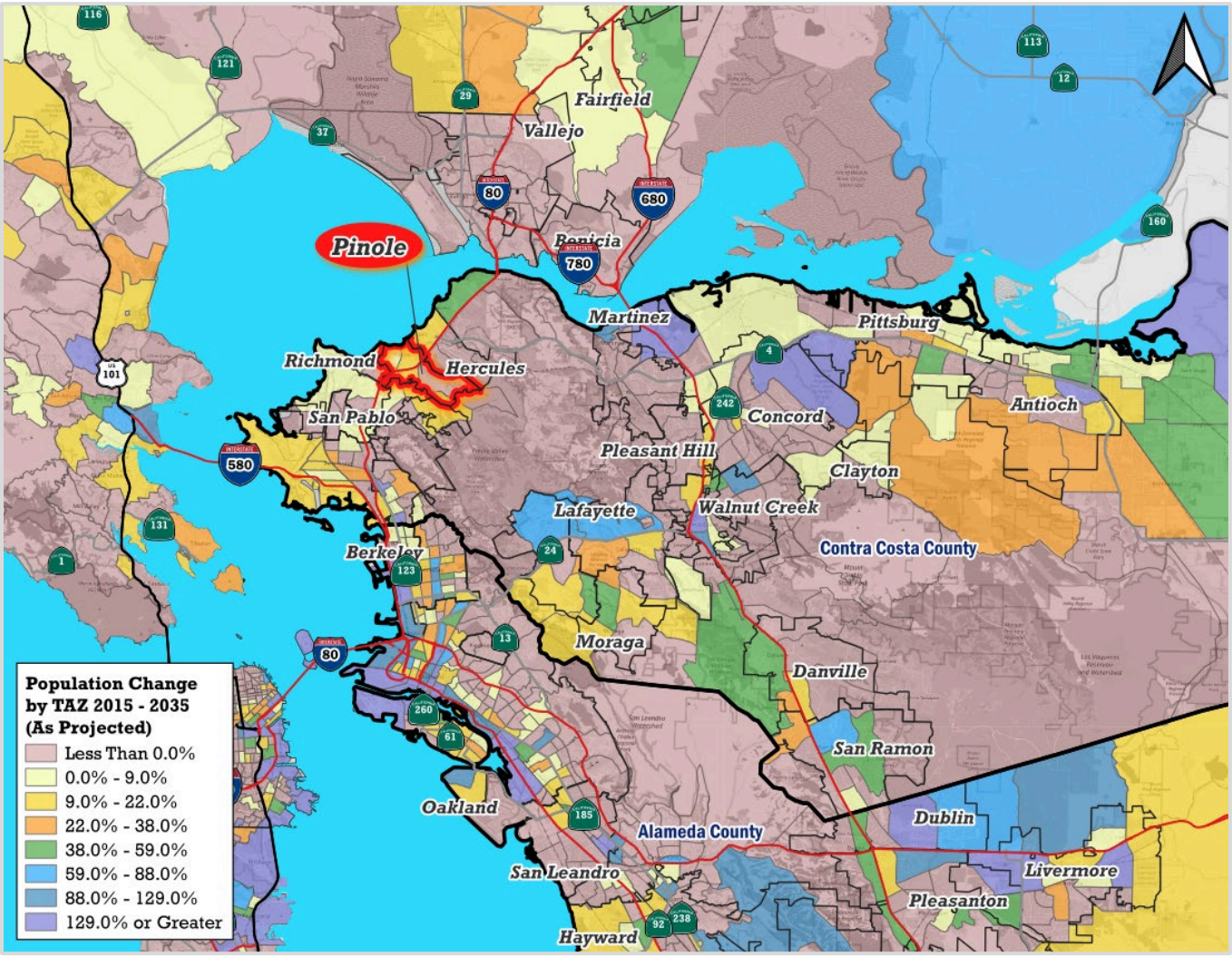
FIGURE 4. ABAG EMPLOYMENT FORECASTS (% GROWTH): 2015-35 AND 2035-50



Source: ABAG Plan Bay Area 2050; TNDG.

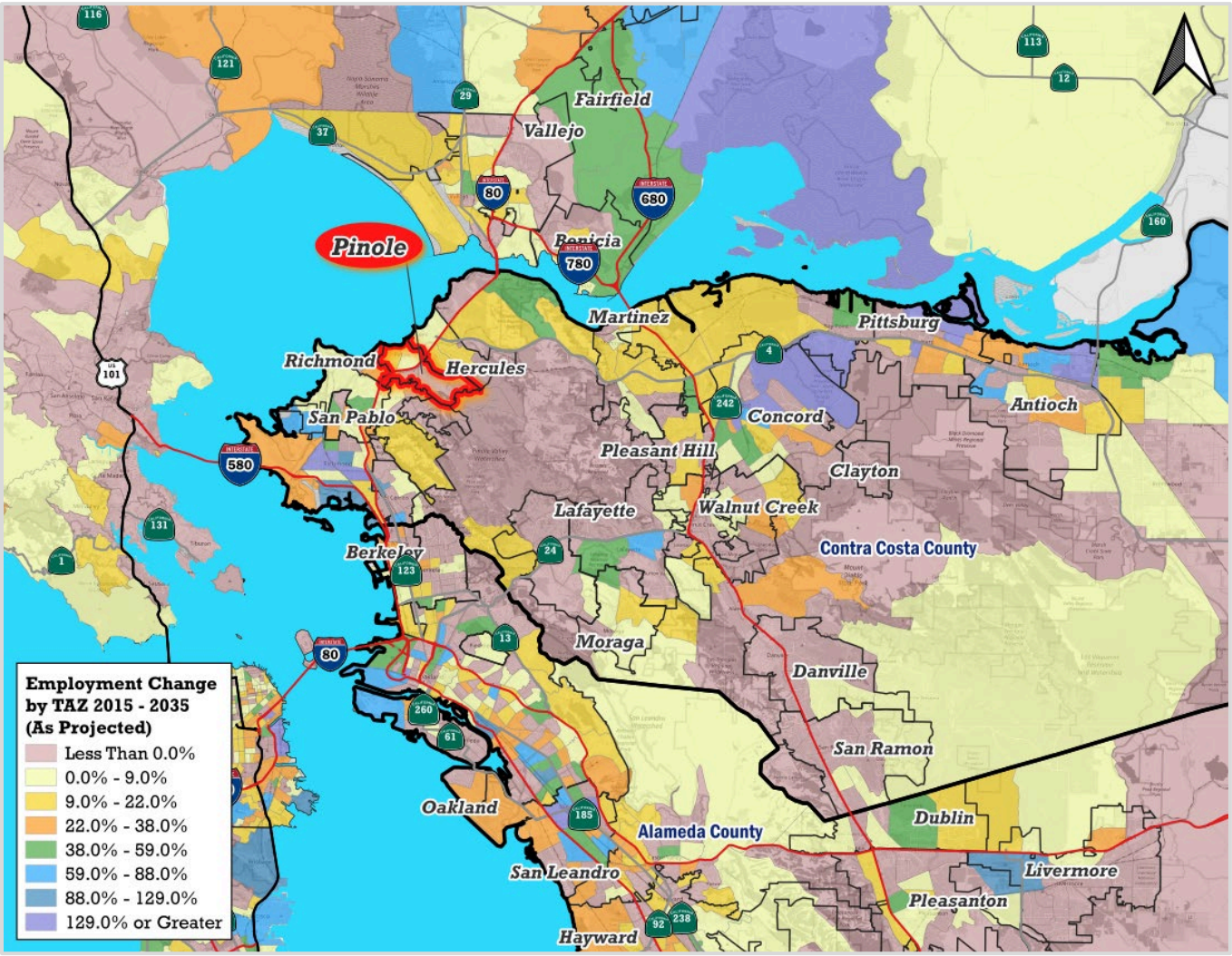
The maps shown in Figure 5 and Figure 6 on the following pages provide additional visual context by showing TAZ-level ABAG forecasts for population and employment change from 2015 to 2035 in the Pinole area and other surrounding communities. Based on the forecasts that are shown for Figure II-4, population in the Pinole Area TAZ's is slated to increase (9.2%), while other areas nearby are slated to experience more significant population growth during the 2015 to 2035 time period. The forecasts that are shown on Figure 5 show that the jobs located within the Pinole TAZ's are slated to increase very slightly (1.7% over the 20-year period). This is also in contrast to nearby communities which are slated to experience more significant growth in jobs.

FIGURE 5. ABAG POPULATION CHANGE BY TAZ 2015-2035 (AS PROJECTED)



Source: ABAG Plan Bay Area 2050; TNDG

FIGURE 6. ABAG EMPLOYMENT CHANGE BY TAZ 2015-2035 (AS PROJECTED)

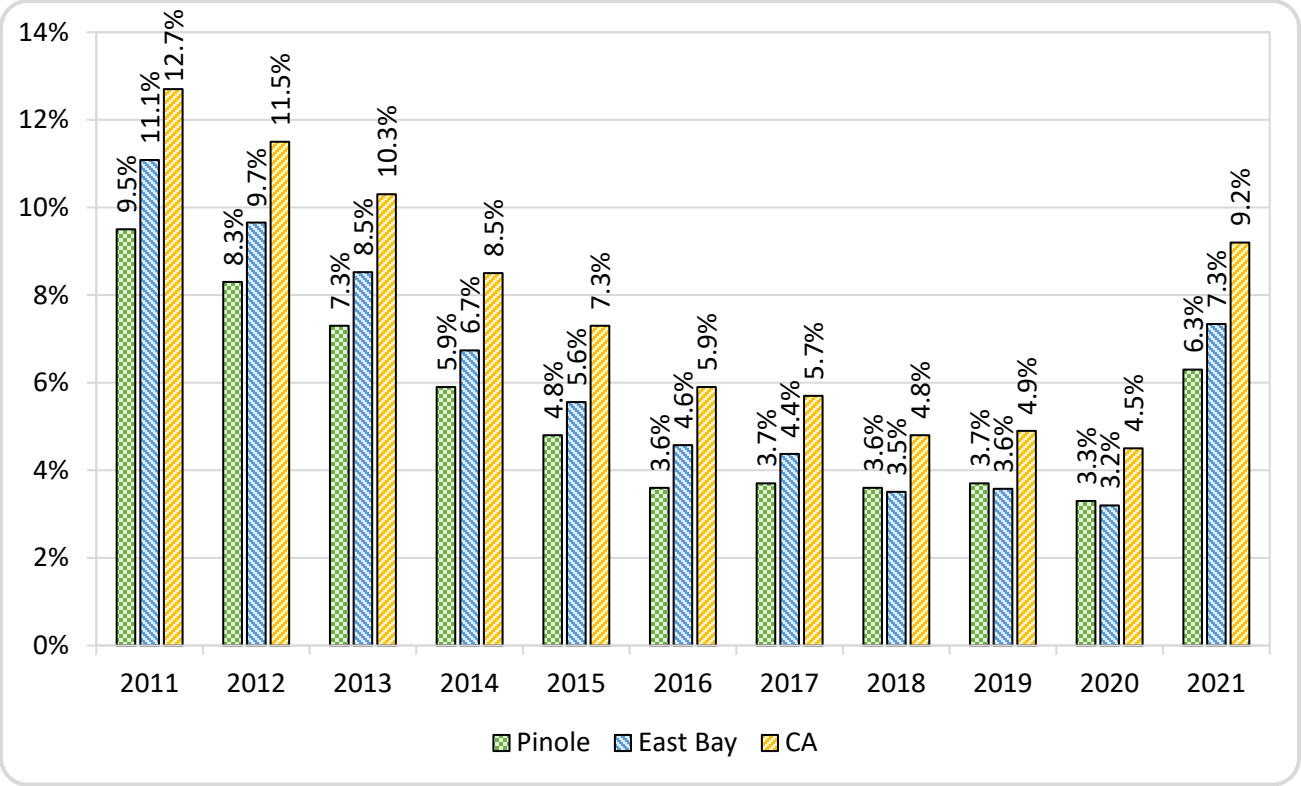


Source: ABAG Plan Bay Area 2050; TNDG

Labor Force Data

Figure 7, below, provides annual average unemployment rate estimates for Pinole, East Bay, and California for the 10-year period from 2011 to 2021. As shown in Figure below, during the recovery from the Great Recession (between 2011 and 2015), Pinole's unemployment rates remained below those in the East Bay and in California. For 2018 through 2020, Pinole and the East Bay were roughly the same, and Pinole once again had a lower rate than the other areas in 2021.

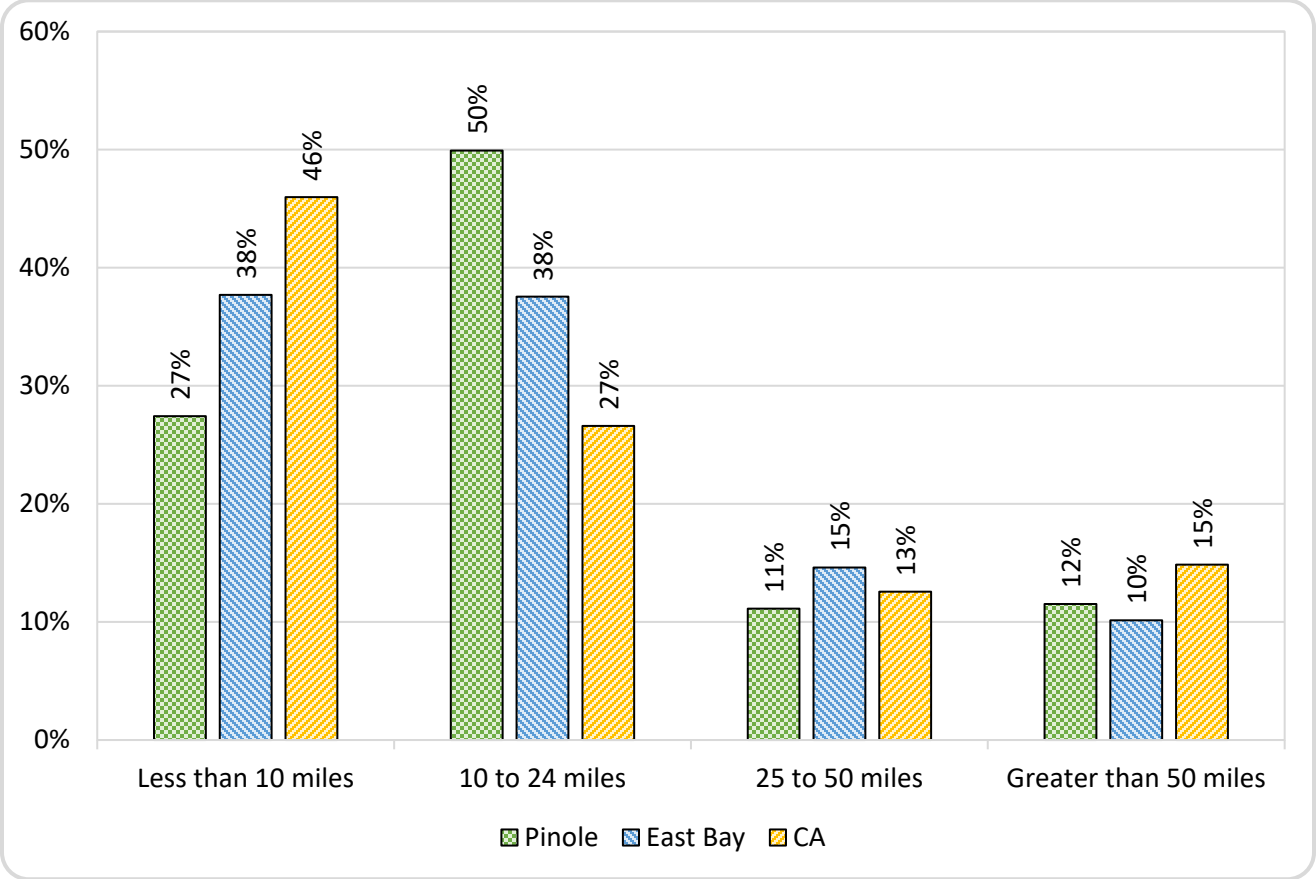
FIGURE 7. UNEMPLOYMENT RATE ESTIMATES: PINOLE, EAST BAY AND CALIFORNIA (2011-21)



Source: CA EDD, Local Area Unemployment Statistics (LAUS) program; TNDG.

Figure 8 provides travel distance ranges to work for the City's labor force relative to regional and state benchmarks. Pinole's resident labor force tends to have intermediate-distance commutes relative to the overall labor force in the East Bay and in the State. For example, Pinole has the largest share (50.0%) of residents that travel distances of 10 to 24 miles to work. In addition, the City has the smallest share (27.0%) of residents that have commute distances less than 10 miles.

FIGURE 8. TRAVEL DISTANCES (MILE RANGES) TO WORK: PINOLE, EAST BAY, AND CALIFORNIA, 2019



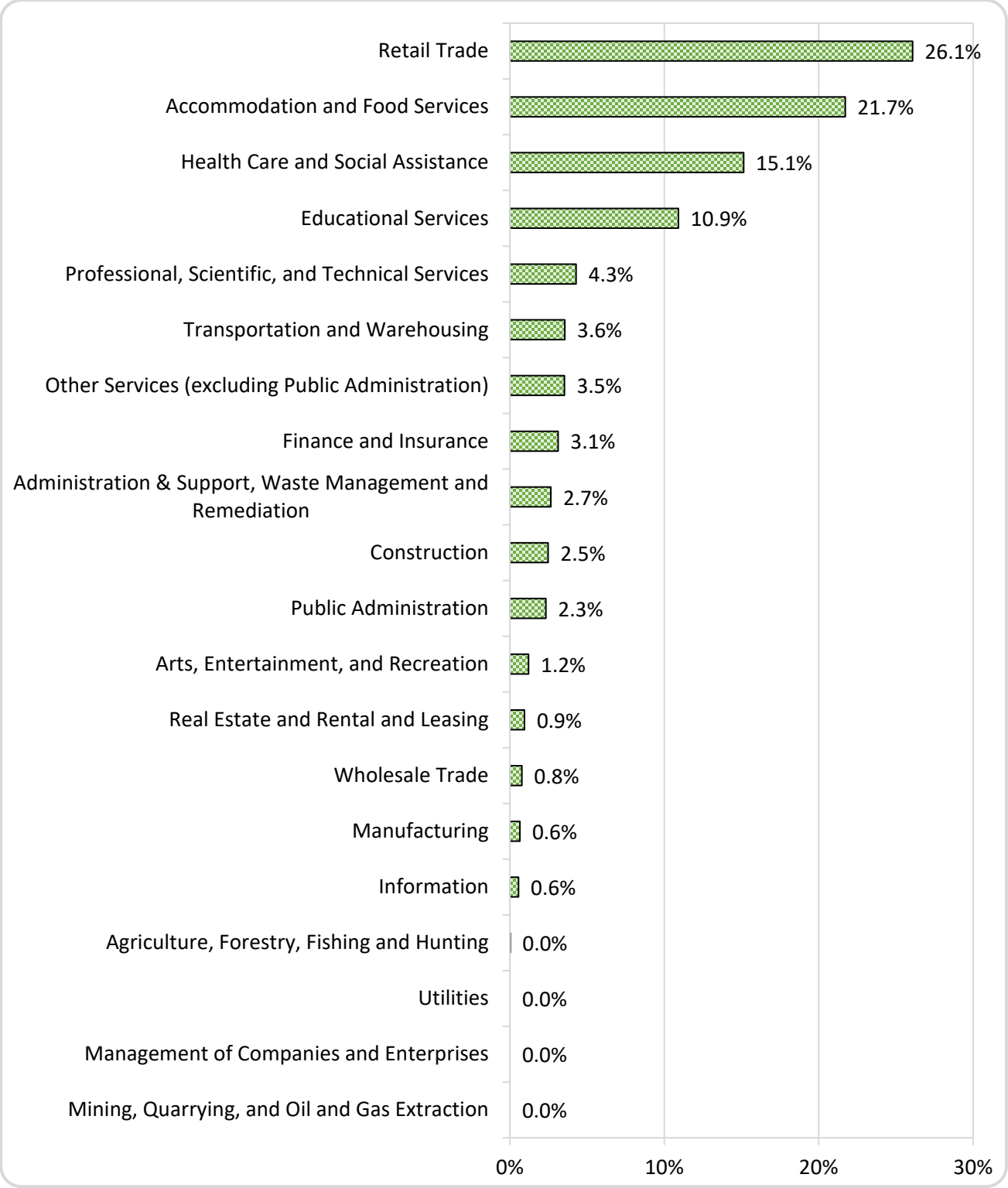
Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) program. Accessed at https://onthemap.ces.census.gov.

Industry Mix

Along with the labor force measures presented in the previous section, the U.S. Census Bureau's LEHD program also provides employment data at various levels of geography, including at the city level. Figure 9 provides the share of employment by industry for Pinole-based jobs in 2019. The major industry groupings correspond to 2-digit NAICS[1] codes industries. In terms of concentration of industry employment, Pinole is heavily represented in the Retail Trade and Accommodation and Food Services industries, which account for close to one-half (47.8%) of total employment in the City. In addition, the top five industries account for more than three-fourths (78.1%) of total employment in the City.

[1] NAICS = North American Industry Classification System.

FIGURE 9. SHARE OF EMPLOYMENT BY INDUSTRY IN PINOLE, 2019

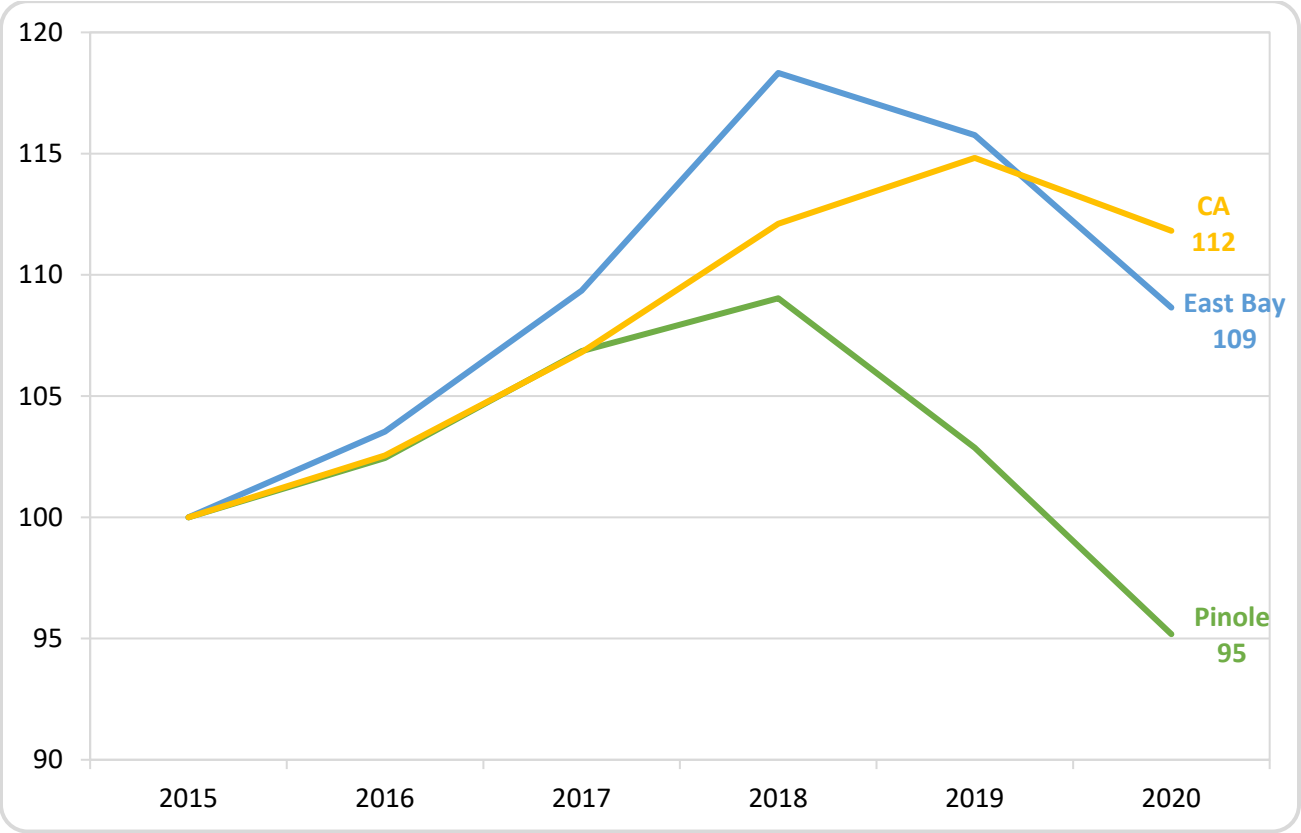


Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD) program. Accessed at https://onthemap.ces.census.gov.

Taxable Sales Data

Figure 10 compares Pinole's taxable retail sales performance relative to the East Bay and California. The figure normalizes the base year sales data (2015= 100) to provide relevant comparisons among the individual geographies for the 5-year period between 2015 and 2010. The 2020-year value of 95 for Pinole implies that Pinole's taxable retail sales in 2020 were 95% of the 2015 level (i.e., sales decreased by 5% between 2015 and 2020). In contrasts total taxable sales in the East Bay and State increased during this time period (by 9% and 12%, respectively).

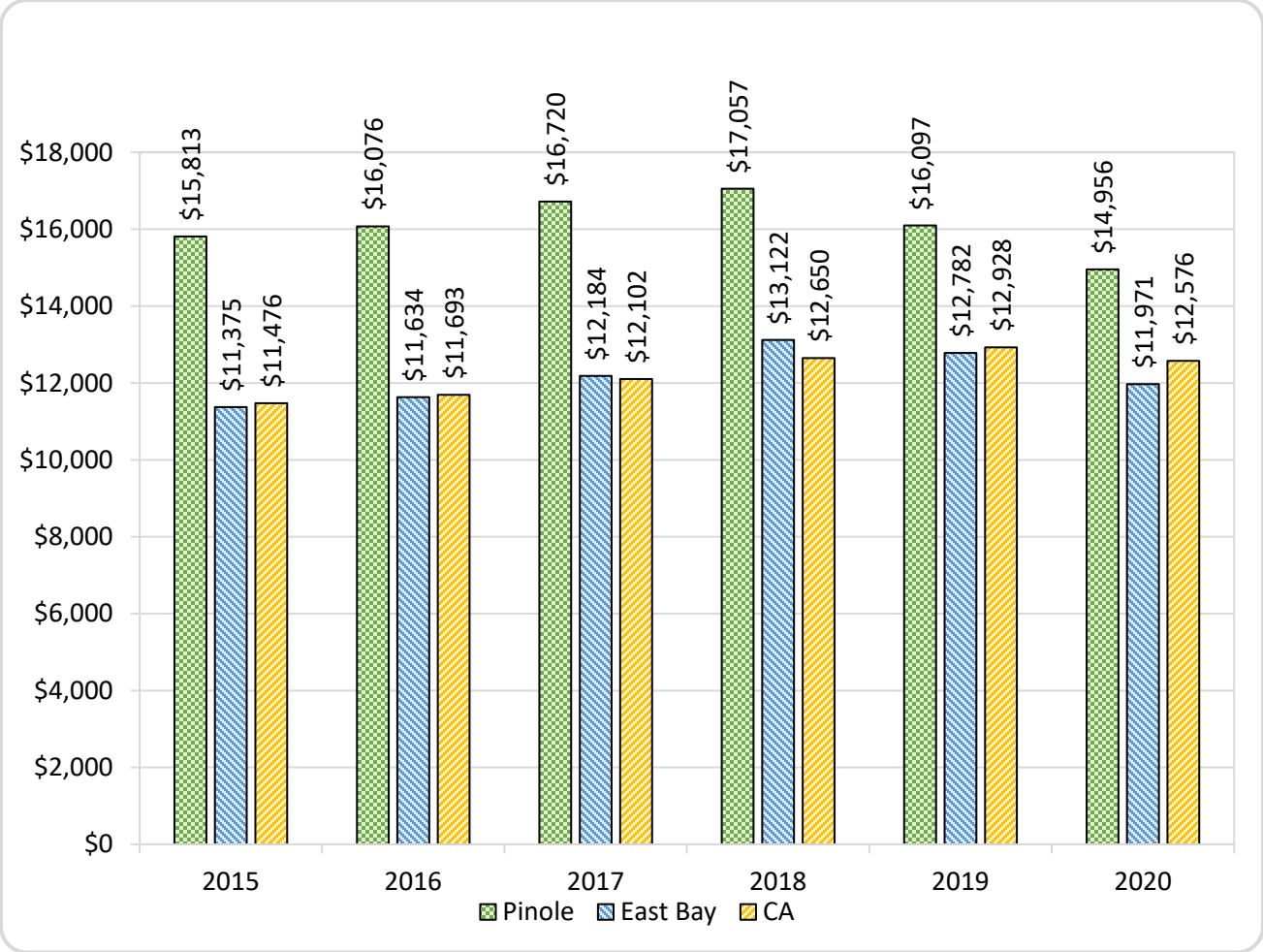
FIGURE 10. TAXABLE RETAIL SALES TRENDS (2015 – 2020), PINOLE, EAST BAY, AND CALIFORNIA



Source: CDFTA; TNDG

The data also show that Pinole outpaces the East Bay and the State on a taxable-sales-per-household basis. This metric provides a simple indicator of the degree to which Pinole is a "net attractor" of retail demand (i.e., sales exceed the levels that would be expected based on the City's resident population). Figure 11, on the following page, which shows taxable sales per household for all three geographies, indicates that Pinole exceeds the two benchmark regions in this measure by over 35% in the early years of the time interval, with the gap decreasing to 19-26% in the most recent years.

FIGURE 11. TAXABLE RETAIL SALES/HOUSEHOLD (2015-2020), PINOLE, EAST BAY, AND CALIFORNIA



Source: CDFTA; CA DOF Table 1: E-5 City/County Population and Housing Estimates, 2015-2020; TNDG.

TARGET INDUSTRY/CLUSTER ANALYSIS

This section provides a summary of industry growth/retraction trends in Pinole, comparing the local economy's recent and longer-term performance to regional and national benchmarks. The study breaks down the local economy in terms of industry "clusters." Clusters are groups of inter-related industry sectors whose growth potentials within a region tend to be closely aligned. The tendency of individual industries to co-locate in clusters reflects linkages through supply-chain relationships, as well as commonalities in terms of workforce requirements and infrastructure needs.

Overview of Employment in Pinole

Total current (2021) employment in Pinole is estimated at 6,248 jobs. Of this total, 6,115 jobs are in industries that are included in either a "local" or "traded" cluster (as further defined below); the remaining 133 jobs are in miscellaneous industries not associated with specific clusters. The local clusters currently represent a total of 5,525 jobs in Pinole, while the traded clusters account for 590 jobs.

Whereas local and traded clusters are both critically important components of a balanced economy, they have distinct roles and characteristics, and these distinctions can be helpful in terms of planning economic development programs. Some of these distinctions are summarized as follows:

- **Local clusters** typically form the core of a region's economy; they primarily provide goods and services for the local (resident) population. They tend to account for the majority of jobs in a region (in the case of Pinole, local clusters represent about 88% of total jobs), and support a high quality of life by ensuring the availability of a diverse range of goods and services. In Pinole, important local clusters include Local Health Services and Local Hospitality Establishments. These clusters account for more than one-fourth (27%) of the City's total jobs.
- **Traded clusters** are "export-oriented" in the sense that they include industries that are engaged in producing goods and services for end customers outside the region. Traded clusters represent close to 12% of the jobs in Pinole, and are especially important from an economic development perspective given that they tend to have higher wages and higher "multiplier impacts" compared to local clusters. That is, they have a strong potential to inject new dollars into the local economy and thereby serve as "drivers" for broader economic growth. In Pinole, important traded clusters include Business Services and Hospitality and Tourism. These clusters account for close to one-half (47%) of the City's total jobs in traded clusters, or about 4% of all jobs in the City.

Existing Important Clusters in Pinole and the Larger East Bay Region

Table 3 lists all traded clusters that had 10 or more jobs in Pinole in 2021, and provides the following information about each listed cluster:

- Total number of jobs in Pinole in 2021 (the latest full year for which data are available)
- Location quotient (compared to U.S. benchmark) in 2021. The location quotient (LQ) measures how concentrated/important an industry cluster is in a region compared to national benchmarks. An LQ value greater than 1.0 indicates that a cluster is more concentrated in the region than it is nationally. This is generally regarded as an indication that the region has a comparative advantage relative to a particular cluster, although (especially for local clusters) an LQ below 1.0 can indicate a potential growth opportunity.
- Average annual wage for jobs in Pinole[2]
- Change in the number of jobs for the most recent 10-year period, 2011-2021

Table 4 provides the same data for local clusters that had more than 200 jobs in Pinole in 2021. Tables 5 and 6 provide comparable data for the East Bay region (Contra Costa and Alameda Counties combined). For the East Bay summary tables, the jobs threshold is 2,000 for traded clusters and 20,000 for local clusters.

Tables 7 and 8 summarize cluster job growth/retraction performance in Pinole, Contra Costa County, and the East Bay compared to national trends. This part of the study is based on a "shift-share" analysis for each cluster that estimates an "expected" job change based on national trends. If Pinole (or Contra Costa County or Bay Area) has higher job growth (or experiences less severe job losses) compared to the expected change, it indicates that the local area (or Contra Costa County or Bay Area) has performed better than national trends. Conversely, if Pinole/Contra Costa County/Bay Area has less job growth (or experiences more severe job losses) compared to the expected change, it indicates that the specific region has performed worse than national trends.

[2] Wage data are for jobs (not residents) based in Pinole.

TABLE 3. SUMMARY CHARACTERISTICS AND TRENDS, PINOLE'S LARGEST TRADED CLUSTERS (LIST INCLUDES ALL CLUSTERS WITH MORE THAN 10 JOBS IN 2021)

Traded Cluster	Jobs	LQ	County LQ*	Avg Ann Wage	10-Yr Job Change
Business Services	172	0.4	1.1	84,605	68
Hospitality and Tourism	88	0.9	0.6	42,943	(23)
Education and Knowledge Creation	81	0.3	0.6	21,761	25
Distribution and Electronic Commerce	74	0.3	0.5	115,938	2
Marketing, Design, and Publishing	39	0.6	0.8	65,778	(6)
Transportation and Logistics	28	0.3	0.3	94,184	4
Textile Manufacturing	28	4.1	0.1	58,354	22
Performing Arts	17	0.8	1.3	36,668	6
Financial Services	17	0.2	1.2	150,285	(26)
Upstream Metal Manufacturing	10	0.7	0.7	--	10
GROUP TOTAL / AVG	**555**	**0.43**	**0.77**	**$69,787**	**83**
CITY TOTAL	**6,248**	**N/A**	**N/A**	**$67,395**	**269**

*Note: LQ = Location Quotient; 10-year job change is from 2011 to 2021. *County LQ provided for comparison purposes. "—" = insufficient data.*
Source: U.S. Cluster Mapping Project; EMSI; The Natelson Dale Group, Inc. (TNDG).

TABLE 4. SUMMARY CHARACTERISTICS AND TRENDS, PINOLE'S LARGEST LOCAL CLUSTERS (LIST INCLUDES ALL CLUSTERS WITH MORE THAN 200 JOBS IN 2021)

Local Cluster	Jobs	LQ	County LQ*	Avg Ann Wage	10-Yr Job Change
Local Health Services	891	1.2	1.1	70,332	106
Local Hospitality Establishments	765	1.7	1.1	28,425	(27)
Local Retailing of Clothing and General Merchandise	623	3.8	1.0	39,309	86
Local Real Estate, Construction, and Development	434	0.9	1.3	87,032	73
Local Government	387	1.8	1.0	142,939	(11)
Local Food and Beverage Processing and Distribution	384	2.2	1.2	46,925	25
Local Education and Training	361	1.1	1.1	79,468	31
Local Commercial Services	357	1.0	1.2	74,718	61
Local Personal Services (Non-Medical)	332	2.2	1.2	37,186	0
Local Financial Services	270	2.1	1.3	133,363	13
GROUP TOTAL / AVG	**4,805**	**1.50**	**1.14**	**$67,391**	**357**
CITY TOTAL	**6,248**	**N/A**	**N/A**	**$67,395**	**269**

*Note: LQ = Location Quotient; 10-year job change is from 2010 to 2021. *County LQ provided for comparison purposes.*

Source: U.S. Cluster Mapping Project; EMSI; The Natelson Dale Group, Inc. (TNDG).

TABLE 5. SUMMARY CHARACTERISTICS AND TRENDS, EAST BAY'S LARGEST TRADED CLUSTERS (LIST INCLUDES ALL CLUSTERS W/ MORE THAN 2,000 JOBS IN 2021)

Traded Cluster	Jobs	LQ	Avg Ann Wage	10-Yr Job Change
Business Services	101,708	1.3	$158,258	15,373
Education and Knowledge Creation	69,987	1.3	118,036	7,506
Distribution and Electronic Commerce	43,859	0.9	98,709	4,469
Information Technology and Analytical Instruments	30,328	2.7	178,377	9,396
Automotive	17,524	2.4	186,339	14,860
Marketing, Design, and Publishing	13,549	1.0	103,176	2,375
Insurance Services	12,776	1.0	156,541	5,322
Hospitality and Tourism	11,980	0.6	55,300	(2,735)
Food Processing and Manufacturing	10,585	1.1	86,158	2,013
Financial Services	10,287	0.6	183,990	(2,450)
Transportation and Logistics	9,217	0.6	98,031	2,007
Medical Devices	7,587	3.2	166,486	3,305
Performing Arts	6,604	1.5	45,966	1,076
Oil and Gas Production and Transportation	4,738	1.1	245,715	(3,449)
Construction Products and Services	4,719	0.6	121,718	1,027
Water Transportation	3,787	1.7	168,933	(103)
Production Technology and Heavy Machinery	3,474	0.5	106,426	541
Biopharmaceuticals	3,217	1.3	202,006	(130)
Communications Equipment and Services	3,134	1.4	140,506	(2,413)
Video Production and Distribution	2,974	1.3	146,732	262
Metalworking Technology	2,465	0.7	89,297	545
Lighting and Electrical Equipment	2,342	0.9	135,674	621
Plastics	2,067	0.4	78,928	(123)
Printing Services	2,061	0.7	71,146	(789)
GROUP TOTAL / AVG	**376,842**	**1.14**	**$136,687**	**59,419**
REGION TOTAL	**1,250,198**	**N/A**	**$96,395**	**163,277**

Note: LQ = Location Quotient; 10-year job change is from 2011 to 2021.
Source: U.S. Cluster Mapping Project; EMSI; The Natelson Dale Group, Inc. (TNDG).

TABLE 6. SUMMARY CHARACTERISTICS AND TRENDS, EAST BAY'S LARGEST LOCAL CLUSTERS (LIST INCLUDES ALL CLUSTERS WITH MORE THAN 20,000 JOBS IN 2021)

Local Cluster	Jobs	LQ	Avg Ann Wage	10-Yr Job Change
Local Health Services	134,641	0.9	$111,636	15,471
Local Real Estate, Construction, and Development	114,400	1.1	92,184	27,603
Local Hospitality Establishments	78,435	0.9	30,912	(3,282)
Local Community and Civic Organizations	73,182	1.6	37,779	44,036
Local Commercial Services	72,092	1.0	74,711	10,994
Local Education and Training	61,396	0.9	89,150	4,621
Local Government	46,077	1.1	151,734	219
Local Food and Beverage Processing and Distribution	38,155	1.1	54,385	2,289
Local Personal Services (Non-Medical)	30,457	1.0	43,091	598
Local Motor Vehicle Products and Services	28,355	0.8	67,698	1,780
Local Logistical Services	28,100	1.2	66,476	9,411
Local Retailing of Clothing and General Merchandise	27,003	0.8	40,451	(4,360)
Local Financial Services	20,436	0.8	118,510	1,478
GROUP TOTAL / AVG	**752,729**	**1.01**	**$78,788**	**110,857**
REGION TOTAL	**1,250,198**	**N/A**	**$96,395**	**163,277**

Note: LQ = Location Quotient; 10-year job change is from 2011 to 2021.
Source: U.S. Cluster Mapping Project; EMSI; The Natelson Dale Group, Inc. (TNDG).

TABLE 7. JOB GROWTH/RETRACTION PERFORMANCE COMPARED TO NATIONAL TRENDS FOR LARGEST TRADED CLUSTERS, PINOLE, CONTRA COSTA COUNTY, AND EAST BAY

2011-21 Growth Performance Based on Shift Share Analysis			
Traded Cluster	**Pinole**	**Contra Costa County**	**East Bay**
Agricultural Inputs and Services	+	−	−
Automotive	+	+	+
Biopharmaceuticals	+	−	−
Business Services	+	−	−
Communications Equipment and Services	−	+	−
Construction Products and Services	+	−	+
Distribution and Electronic Commerce	−	−	−
Education and Knowledge Creation	+	−	+

2011-21 Growth Performance Based on Shift Share Analysis			
Traded Cluster	Pinole	Contra Costa County	East Bay
Environmental Services	+	+	+
Financial Services	−	−	−
Food Processing and Manufacturing	−	−	+
Furniture	+	+	−
Hospitality and Tourism	−	−	−
Information Technology and Analytical Instruments	−	+	+
Insurance Services	−	−	+
Lighting and Electrical Equipment	+	+	+
Marketing, Design, and Publishing	−	−	+
Medical Devices	+	+	+
Metalworking Technology	+	−	+
Oil and Gas Production and Transportation	+	−	−
Performing Arts	+	+	+
Plastics	+	−	−
Printing Services	+	+	−
Production Technology and Heavy Machinery	+	+	+
Textile Manufacturing	+	+	+
Transportation and Logistics	+	−	+
Upstream Metal Manufacturing	N/A	−	−
Video Production and Distribution	+	+	+
Water Transportation	+	+	−

Note: " + " = growth performance better than expected; " - " worse than expected.
Source: U.S. Cluster Mapping Project; EMSI; The Natelson Dale Group, Inc. (TNDG).

TABLE 8. JOB GROWTH/RETRACTION PERFORMANCE COMPARED TO NATIONAL TRENDS FOR LARGEST LOCAL CLUSTERS, PINOLE, CONTRA COSTA COUNTY, AND EAST BAY

2011-21 Growth Performance Based on Shift Share Analysis			
Local Cluster	**Pinole**	**Contra Costa County**	**East Bay**
Local Commercial Services	+	+	+
Local Community and Civic Organizations	−	+	+
Local Education and Training	+	+	+
Local Financial Services	−	+	−
Local Food and Beverage Processing and Distribution	−	−	−
Local Government	−	−	−
Local Health Services	+	+	+
Local Hospitality Establishments	−	−	−
Local Logistical Services	+	+	+
Local Motor Vehicle Products and Services	−	−	−
Local Personal Services (Non-Medical)	−	−	−
Local Real Estate, Construction, and Development	−	+	+
Local Retailing of Clothing and General Merchandise	+	−	−

Note: " + " = growth performance better than expected; " - " worse than expected.
Source: U.S. Cluster Mapping Project; EMSI; The Natelson Dale Group, Inc. (TNDG).

"Candidate" Clusters for Pinole Target Industry Program

Table 9 provides a list of candidate clusters for the City of Pinole's industry targeting program (i.e., business retention, expansion and attraction). The candidate clusters are based on two strategic approaches to industry targeting:

1. Build on Pinole's existing core strengths. Pinole's existing strengths were identified based on the employment-trend criteria (location quotient, total existing jobs, and 10-year job change) summarized in Tables 3 and 4. In some cases (e.g., Hospitality and Tourism), the core clusters represent strong continuing growth opportunities that could be the focus of business expansion/attraction efforts. In other cases (e.g., Textile Manufacturing), the existing core clusters are currently recognized nationally as non-growth or declining industries (for these

clusters, the City's industry targeting efforts might more appropriately focus on retention/repositioning).

2. Tap into dominant regional clusters that are not currently well represented in Pinole. This strategic approach would seek to leverage Pinole's competitive strengths to capture increasing shares of projected Contra Costa County employment growth. This component of the City's business attraction/marketing program would focus on the Pinole's unique "selling points" relative to the larger regional economy (including the city's strategic location near several Contra Costa County area submarkets, along with a resident workforce that includes large numbers of commuters potentially eager to work closer to home). In developing the list of candidates for the second strategy, the consultant has focused on clusters meeting the following criteria:
   a. Traded clusters (local clusters are addressed in the first strategic approach)
   b. Clusters with a high specialization of employment in Contra Costa County (identified as a "strong" cluster by the U.S. Cluster Mapping project)[3]
   c. Clusters primarily oriented towards private business investment (in contrast to clusters that are substantially composed of government/nonprofit employment – which are generally considered to have lower economic "spin-off" opportunities)

Table 10 provides a narrative description of the candidate clusters. In addition, the table provides key component industries within each cluster based on employment totals for each industry in the relevant geographies.

[3] The U.S. Cluster Mapping project defines a metro area's "strong" clusters as those with a high specialization in the region (metropolitan statistical area [MSA]). High Specialization indicates the LQ of Cluster Employment is greater than the 75th percentile when measured across all MSAs. There are 917 total MSAs in the U.S. Thus, for a cluster to be classified as "strong" in Contra Costa County, its LQ must be greater than the LQ of that specific cluster in at least 687 of the MSAs in the U.S.

TABLE 9. LIST OF CANDIDATE CLUSTERS FOR PINOLE'S INDUSTRY PROGRAM

Strategic Approach	Local-Serving Clusters	"Traded" Clusters
1. Build on Pinole's existing core strengths	• Local Retailing of Clothing and General Merchandise • Local Food and Beverage Processing and Distribution • Local Education and Training • Local Health Services	• Textile Manufacturing • Hospitality and Tourism
2. Tap into dominant County and regional industry clusters that are not currently well represented in Pinole		• Business Services • Communications Equipment and Services • Environmental Services • Financial Services • Information Technology and Analytical Instruments • Insurance Services • Medical Devices • Performing Arts • Video Production and Distribution

Source: The Natelson Dale Group, Inc. (TNDG).

TABLE 10. NARRATIVE DESCRIPTIONS AND KEY COMPONENT INDUSTRIES FOR CANDIDATE CLUSTERS

Cluster	Narrative Description	Key Component Industries
Group 1 – Pinole's Existing Core Strengths		
Local Retailing of Clothing and General Merchandise	Local retail stores, department stores, and warehouse clubs that sell apparel, jewelry, luggage, sewing supplies, and general merchandise.	• Warehouse Clubs and Supercenters • All Other General Merchandise Stores • Family Clothing Stores
Local Food and Beverage Processing and Distribution	Firms that sell food and beverages at the wholesale and retail levels. Products sold include meat, seafood, fruit and vegetables, general groceries, tobacco, alcoholic beverages, and specialty foods. The cluster also includes related distribution methods such as vending and direct selling.	• Supermarkets and Other Grocery (except Convenience) Stores • Beer, Wine, and Liquor Stores
Local Education and Training	Local social service organizations such as community food and housing services and advocacy organizations. This cluster also contains grantmaking foundations, business associations, and political and religious organizations.	• Elementary and Secondary Schools (Local Government) • Elementary and Secondary Schools
Local Health Services	Local health care establishments and services such as hospitals, medical laboratories, home and residential care, and funeral services and crematories. This cluster also includes pharmacies and optical goods retail stores.	• Assisted Living Facilities for the Elderly • Offices of Dentists • Offices of Physicians (except Mental Health Specialists) • Home Health Care Services
Textile Manufacturing	Textile mills that primarily produce and finish fabrics for clothing, carpets, upholstery, and similar uses. The textiles include yarn, thread, fibers, hosiery, knits, and other specialty fabrics.	• Fabric Coating Mills
Hospitality and Tourism	This cluster contains establishments related to hospitality and tourism services and venues. This includes sport venues, casinos, museums, and other attractions. It also includes hotels and other accommodations, transportation, and services related to	• All Other Amusement and Recreation Industries • Hotels (except Casino Hotels) and Motels

Cluster	Narrative Description	Key Component Industries
	recreational travel such as reservation services and tour operators.	
Group 2 – Dominant Contra Costa County Clusters (future targets for Pinole)		
Business Services	Establishments and services primarily designed to support other aspects of a business or to assist unrelated companies. This includes corporate headquarters. Professional services such as consulting, legal services, facilities support services, computer services, engineering and architectural services, and placement services. All for-hire ground passenger transportation services are also present in this cluster.	• Corporate, Subsidiary, and Regional Managing Offices • Engineering Services • Custom Computer Programming Services
Communications Equipment and Services	Goods and services used for communications. This includes cable, wireless, and satellite services, as well as telephone, broadcasting, and wireless communications equipment.	• Cable and Other Subscription Programming • Wireless Telecommunications Carriers (except Satellite)
Environmental Services	Establishments primarily engaged in collection, treatment, processing, and disposal of hazardous and non-hazardous waste.	• Hazardous Waste Treatment and Disposal • All Other Misc. Waste Management Services • Hazardous Waste Collection
Financial Services	Establishments involved in aiding the transaction and growth of financial assets for businesses and individuals. These firms include securities brokers, dealers, and exchanges; credit institutions; and financial investment support.	• Real Estate Credit • Investment Advice • Other Activities Related to Credit Intermediation • Portfolio Management
Information Technology and Analytical Instruments	Information technology and analytical products such as computers, software, audio visual equipment, laboratory instruments, and medical apparatus. The cluster also includes the electronics used by these products (e.g., circuit boards and semiconductor devices).	• Semi Conductor Machinery • Electronic Computer Manufacturing • Computer Storage Device Manufacturing

Cluster	Narrative Description	Key Component Industries
		• Audio and Video Equipment Manufacturing • Software Publishers
Insurance Services	Firms providing a range of insurance types, as well as support services such as reinsurance and claims adjustment.	• Direct Property and Casualty Insurance Carriers • Direct Life Insurance Carriers • Direct Title Insurance Carriers
Medical Devices	Establishments in this cluster primarily manufacture surgical, medical, dental, optical, ophthalmic, and veterinary instruments and supplies.	• Surgical and Medical Instrument Manufacturing • Optical Instrument and Lens Manufacturing
Performing Arts	Services that produce, promote, and support live artistic performances. Live performances include those by theater companies, dance troupes, musicians, and independent artists.	• Agents and Managers for Artists, Athletes, Entertainers, and Other Public Figures • Musical Groups and Artists
Video Production and Distribution	The establishments in this cluster are primarily involved with the production and distribution of motion pictures and other video.	• Motion Picture and Video Production and Distribution • Motion Picture and Video Distribution • Teleproduction and Other Post Production Services

Source: The Natelson Dale Group, Inc. (TNDG); Cluster Mapping Project.

MARKET DEMAND FOR COMMERCIAL/INDUSTRIAL LAND USES

As part of the EDS process, The Natelson Dale Group, Inc. (TNDG) completed a real estate market analysis to provide 20-year forecasts of demand for new industrial, office and retail space in Pinole. Tables 11 through 19 on the following pages provide an abbreviated summary of the market analysis (which is more fully documented in a separate report). Given the wide range of variables that can affect development opportunities over an extended timeframe, the demand projections for each land use are presented in terms of ranges (rather and single definitive forecasts) of potential building absorption.

TABLE 11A. KEY MARKET STRENGTHS AND OPPORTUNITIES FOR COMMERCIAL AND INDUSTRIAL REAL ESTATE DEVELOPMENT IN PINOLE

Market Factors	Industrial	Office	Retail
Market strengths/ opportunities for Pinole	• Potential to capture demand "overflow" from strong East Bay industrial market • Global demand surge for industrial space due to e-commerce growth • Potential repatriation of out-commuting workers could generate demand for industrial tenants • Potential nexus to entrepreneurial development initiatives	• Potential repatriation of out-commuting workers could create office-using firms • Potential to position Pinole as a viable option for East Bay tech firms • Potential to position Pinole as a location for shared office space attractive to "hybrid" remote workers • Potential nexus to entrepreneurial development initiatives	• Established/ prominent retail destination within West Contra Costa County • Potential to leverage downtown as visitor destination (and an attractor of expanded regional demand for retail/restaurant spending)

TABLE 11B. KEY MARKET CHALLENGES FOR COMMERCIAL AND INDUSTRIAL REAL ESTATE DEVELOPMENT IN PINOLE

Market Factors	Industrial	Office	Retail
Market challenges for Pinole	• Lack of available/competitive industrial space inhibits business attraction • Limited land/zoning capacity for additional business park facilities (need to focus on redevelopment/ repurposing of existing underutilized properties)	• High vacancy rates regionally may delay development opportunities for new space in outlying areas • Remote work trend may reduce overall demand for new office space • Pinole is unproven as a Class A office market	• Global trends are reducing footprint of brick-and-mortar retail (causing spike in long term vacancies) • Limited projected population growth to drive future retail demand increases • Need to proactively plan for reuse/ repositioning of older retail properties

Summary of Retail Demand Analysis

Highlights of the retail demand analysis and projections are provided in Tables 12 through 14 below. The projections are expressed in terms of square feet of new space supportable (over and above the existing occupied inventory).

TABLE 12. SUMMARY OF RETAIL MARKET CONDITIONS, CITY OF PINOLE

Metric	Value
Existing (2021) population, City of Pinole	18,859
Added population by 2040, City of Pinole	1,592
Existing (2021) population, Secondary Market Area	217,255
Added population by 2040, Secondary Market Area	31,326
Estimated resident retail demand in 2019, City of Pinole	$240.7 million
Actual retail sales in 2019, City of Pinole[4]	$412.1 million
Actual sales divided by total resident demand (shows Pinole's net attraction of external demand)	171%
Pinole's "capturable" retail demand by 2040 (conservative scenario)	$487.6 million
Pinole's "capturable" retail demand by 2040 (aggressive scenario)	$532.5 million
Estimate of existing retail space in Pinole (square feet)	1,600,000 (8.4% vacant)
Additional retail space supportable by 2040 (square feet) (conservative scenario)	189,000
Additional retail space supportable by 2040 (square feet) (aggressive scenario)	319,000

Sources: California Department of Tax and Fee Administration (CDTFA); ABAG; ESRI; Baniqued Commercial Real Estate; The Natelson Dale Group, Inc. (TNDG).

[4] In order to avoid distortions related to the COVID-19 pandemic, TNDG has used 2019 as the base year for the retail demand analysis.

TABLE 13. PROJECTED DEMAND FOR NEW RETAIL DEVELOPMENT, CITY OF PINOLE – CONSERVATIVE SCENARIO

Retail Sales Category	New Demand Through 2027 (square feet)	New Demand Through 2040 (square feet)
GAFO[1]	35,500	73,000
Food and Beverage (grocery stores)	19,000	38,500
Food Services and Drinking (restaurants)	13,000	27,000
Hardware and Building Materials	5,000	10,000
Auto Parts	1,500	2,500
Service Businesses in Retail Space	18,500	38,000
Total	***92,500***	***189,000***

1. GAFO = General Merchandise, Apparel, Furniture/Appliances, Other Specialty
Source: TNDG.

TABLE 14. PROJECTED DEMAND FOR NEW RETAIL DEVELOPMENT, CITY OF PINOLE – AGGRESSIVE SCENARIO

Retail Sales Category	New Demand Through 2027 (square feet)	New Demand Through 2040 (square feet)
GAFO[1]	79,000	143,000
Food and Beverage (grocery stores)	19,000	38,500
Food Services and Drinking (restaurants)	31,500	61,5000
Hardware and Building Materials	5,000	10,000
Auto Parts	1,500	2,500
Service Businesses in Retail Space	34,000	64,000
Total	***170,000***	***319,000***

1. GAFO = General Merchandise, Apparel, Furniture/Appliances, Other Specialty
Source: TNDG.

Summary of Office Demand Analysis

Highlights of the office demand analysis and projections are provided in Tables 15 and 16 below.

TABLE 15. SUMMARY OF OFFICE MARKET CONDITIONS, EAST BAY AND RELEVANT SUBAREAS

Metric	Value
Existing (2021) inventory (square feet) by area:	
—East Bay (Alameda and Contra Costa counties)	79,571,000
—Richmond subarea	1,378,000
— Pinole[1]	455,000
Current (2021) direct vacancy rate by area:	
—East Bay (Alameda and Contra Costa counties)	18.2%
—Richmond subarea	8.6%
— Pinole[2]	3.2%
East Bay absorption (square feet), 2012-2019:	
—Total	6,235,000
—Average annual	779,000
East Bay absorption (square feet), 2020-2021:	
—Total	(4,566,000)
—Average annual	(2,283,000)
East Bay absorption (square feet), 2012-2021:	
—Total	1,669,000
—Average annual	167,000

SOURCES: TRI COMMERCIAL; BANIQUED COMMERCIAL REAL ESTATE; TNDG.

TABLE 16. PROJECTED DEMAND FOR NEW OFFICE DEVELOPMENT, 2021-2040

Conservative Scenario	East Bay Demand (Square Feet)	Pinole Demand (Square Feet)
East Bay: office demand is projected to grow in proportion to projected job growth in industry sectors that use office space; **for the conservative scenario, demand is projected at 135 square feet per new office job)**[1] Existing "excess" vacancy of approximately 2.6 million square feet is netted out of the gross demand projections[2] Pinole: Projected to capture 2.0% of East Bay demand through 2040	9,800,000	196,000 total 15,000 medical[3]
Aggressive Scenario		
East Bay: office demand is projected to grow in proportion to projected job growth in industry sectors that use office space; **for the aggressive scenario, demand is projected at 225 square feet per new office job)** Existing "excess" vacancy of approximately 2.6 million square feet is netted out of the gross demand projections Pinole: Projected to capture 2.0% of East Bay demand through 2040	18,369,000	368,000 total 28,000 medical

1. *In 2021 total occupied office space in the East Bay was approximately 225 square feet per office worker. The conservative scenario – premised on the expectation that a long-term increase in remote work will impact office space demand – assumes a demand factor of approximately 60% of the historic factor.*
2. *"Excess" vacancy is defined as a vacancy level over 15%.*
3. *Medical office space is part of (not in addition to) the indicated total.*

Source: TNDG.

Summary of Industrial Demand Analysis

Highlights of the analysis and projections are provided in Tables 17 and 18 below. The projections are expressed in terms of square feet of new space supportable (over and above the existing inventory).

TABLE 17. SUMMARY OF INDUSTRIAL MARKET CONDITIONS, EAST BAY AND RELEVANT SUBAREAS

Metric	Value
Existing (2021) inventory (square feet) by area:	
—East Bay (Alameda and Contra Costa counties)	209,984,000
—Richmond subarea	17,235,000
— Pinole[1]	96,200
Current (2021) direct vacancy rate by area:	
—East Bay (Alameda and Contra Costa counties)	4.3%
—Richmond subarea	4.8%
— Pinole[2]	0.0%
East Bay absorption (square feet)	
—Fourth quarter 2021	1,656,000
—Full year 2021	4,892,000

1. *The estimated existing inventory for Pinole (supplied by Baniqued Commercial Real Estate) includes only competitive, multi-tenant industrial buildings. It does not include heavy commercial/industrial facilities that are predominantly outdoors (e.g., Westside Concrete Materials), single-tenant industrial space or specialized buildings such as self-storage facilities.*

Sources: Kidder Matthews; Baniqued Commercial Real Estate; TNDG.

TABLE 18. PROJECTED DEMAND FOR NEW INDUSTRIAL DEVELOPMENT, 2021-2040

Conservative Scenario	East Bay Demand (Square Feet)	Pinole Demand (Square Feet)
East Bay: industrial demand is projected to grow in proportion to projected job growth in industry sectors that use industrial space; **for the conservative scenario, demand is projected at 600 square feet per new industrial job)**[1] Pinole: Projected to capture 1.0% of East Bay demand through 2040	32.6 million	General industrial: 65,000 Warehouse/ distribution: 196,000 Flex space: 65,000 ***Total industrial: 326,000***
Aggressive Scenario		
East Bay: industrial demand is projected to grow in proportion to projected job growth in industry sectors that use industrial space; **for the aggressive scenario, demand is projected at 1,000 square feet per new industrial job)** Pinole: Projected to capture 1.0% of East Bay demand through 2040	54.4 million	General industrial: 109,000 Warehouse/ distribution: 327,000 Flex space: 109,000 ***Total industrial: 545,000***

1. *In 2021 total occupied industrial space in the East Bay was approximately 1,000 square feet per industrial worker. The conservative scenario assumes a demand factor of approximately 60% of the historic factor, reflecting a potential intensification of industrial employment (i.e., fewer "low density" warehouse jobs).*

Source: TNDG.

5. EDS ACTION PLAN

OVERVIEW OF ACTION PLAN

The EDS Action Plan is designed to achieve the following major goals:

- Expand economic opportunities for Pinole's resident workforce by fostering creation of a diverse range of quality jobs accessible to residents across the spectrum of education/skill levels
- Leverage the economic development potentials of Pinole's historic downtown and waterfront (bay and creek) areas through placemaking initiatives, promotion of cultural/historic resources and targeted business/development attraction
- Revitalize Pinole's other commercial and industrial areas by encouraging private investment that responds to anticipated real estate market demand
- Strengthen the City's fiscal position by attracting land uses and business types that have the potential to generate General Fund revenue

Whereas these goals largely revolve around attracting and retaining targeted business investment, the Action Plan recognizes that the strength of the local business/development environment will ultimately depend on Pinole's strategic attention to a range of "foundational" conditions such as:

- The City's reputation for business/development friendliness
- Land, zoning and infrastructure capacity
- Entrepreneurial development resources
- Education/workforce development systems
- Placemaking initiatives that leverage Pinole's unique locational advantages (including historic and cultural resources) and sense of community
- Overall image and quality of life

PRIORITIZATION OF CITY RESOURCES

The EDS is intended to provide a "roadmap" to guide activities and programs of the City's Economic Development Department over approximately the next five and a half years (mid FY 2022-2023 through FY 2028-2029). As such, the Action Plan is intended to assist the City in aligning its program priorities to match the market opportunities identified during this planning effort. Whereas the Action Plan covers an ambitious range of economic development activities, the overall program recommendations reflect the following assumptions:

- In keeping with the City's intent of re-establishing a municipal economic development program, the EDS assumes that the City will fund a new (0.50 FTE) staff position to spearhead the new initiatives outlined in the Action Plan;
- Some of the proposed strategies involve activities that the City is already undertaking to some extent, so they are not all new commitments;
- New activities/programs would be phased-in over several years; and
- Consistent with existing practices, most of the strategies would be carried out in collaboration with various non-City partner organizations (several of which have participated in the development of this plan).

RECOMMENDED BUSINESS RETENTION/EXPANSION/ATTRACTION TARGETS

Implementation of the EDS Action Plan will position the City to be competitive for a targeted business development program including the following elements:

- Retention of existing firms/industries that are in a "repositioning" mode due to national/ statewide market and regulatory conditions;
- Expansion of existing local firms in strong growth sectors;
- Attraction of new firms based on Pinole's competitive advantages within the East Bay/Bay Area regions; and
- Entrepreneurial development, with a focus on technology-oriented firms aligned with the region's core industries.

As described in Chapter 4, the EDS target industry analysis identified a total of 15 industry clusters[5] that are of potential interest to Pinole. Among the 15 clusters of interest, nine are recommended as strategic targets for this Action Plan:

1. Retail/Restaurant (focused tenant recruitment in tandem with commercial area revitalization and Downtown improvement efforts)
2. Health Services
3. Hospitality and Tourism (including potential attraction of hotel development)
4. Information Technology and Analytical Instruments
5. Medical Devices
6. Communications Equipment and Services
7. Business/Professional Services
8. Insurance Services (insurance carriers)
9. Video Production and Distribution (motion picture production and related industries)

The table below lists Pinole's potential target industries. The table also identifies (in highlighted cells) the likely areas of programmatic focus (i.e., retention, expansion, attraction, and/or entrepreneurial development) most relevant to each industry cluster.

[5] Industry "clusters" are closely aligned groups of industry sectors representing supply-chain relationships. The "Medical Devices" cluster, for example, includes not only the actual manufacturing of medical devices but also related industries that provide inputs to the manufacturing process and support the sales and distribution of finished products.

RECOMMENDED TARGET INDUSTRIES

	Focus of economic development activity				
Potential Industry/Cluster Targets	**Retention/ Repositioning**	**Expansion**	**Attraction**	**Entrepreneurial development**	**Amenity investment**
Core strengths. Build on Pinole's existing core strengths. Candidates would include:					
• Retail/Restaurant	✓	✓	✓		✓
• Health Services	✓	✓	✓		
• Hospitality and Tourism (potentially including attracting hotel development)	✓	✓	✓		✓
Regional clusters. Tap into dominant regional industry clusters that are not currently well represented in Pinole, such as:					
• Information Technology and Analytical Instruments			✓	✓	
• Medical Devices			✓	✓	
• Communications Equipment and Services			✓	✓	
• Business/Professional Services			✓		
• Insurance Services (insurance carriers)			✓		
• Video Production and Distribution (motion picture production and related industries)			✓		

EDS Strategies

The EDS Action Plan is organized around six major initiatives, outlined below and detailed on the following pages/tables.

Business Development / Job Creation	
Major Initiative 1:	Implement economic development ***branding/marketing*** program
Major Initiative 2:	Focus City's ***business retention/expansion/attraction efforts*** around high-priority industry clusters
Major Initiative 3:	Collaborate with regional partners to expand availability of ***entrepreneurial development*** resources in Pinole
Creating an Environment for Economic Progress	
Major Initiative 4:	Systematically review and strengthen City's ***business/development friendliness***
Major Initiative 5:	Expand ***development capacity*** and pursue ***placemaking*** projects
Major Initiative 6:	Enhance City's interface with ***education/workforce development*** partners

Action Steps and Implementation Timeframes

Each EDS Strategy includes a list of specific Action Steps, which are intended to be implemented over the next 5.5 years (starting January 1, 2023). The recommended implementation timeframe for each action item is provided on the tables below, based on the following color coding:

Gold = Year 1 (January 1, 2023 – June 30, 2024)
Green = Year 2 (FY 2024-2025)
Purple = Year 3 or later (FY 2025-2026 through FY 2028-2029)

MAJOR INITIATIVE 1: Branding/Marketing	
Brief Description of Program The City will launch an economic development-specific marketing program with the following objectives: • Exposure to targeted industry clusters within region (to improve Pinole's competitive positioning) • Lead generation for business attraction • Raising public awareness of City's business assistance resources	***City's Positioning/Roles in Implementation*** The City will take a lead role in implementing the economic development-specific marketing program. Initial program design (and some elements of implementation) would likely require support from a professional marketing agency. Pinole will also leverage its City-level marketing investment through participation in regional marketing initiatives.

MAJOR INITIATIVE 1: Branding/Marketing	
• Promoting wider awareness of the City's established "business friendly" status • Promoting placemaking initiatives (e.g., positioning Pinole's downtown as a regional destination) • Creating mechanisms for ongoing stakeholder/public engagement with the City's economic development functions As part of its overall marketing program, the City will pursue specific messaging that highlights the City's successful efforts to expedite and clarify development approval processes, business permitting, and the like and initiatives that demonstrate the City's commitment to taking proactive measures to support businesses.	

Action Steps
(Gold = Year 1; Green = Year 2; Purple = Year 3 or later)

A. Create webpage for ED program reflecting marketing targets identified in EDS
B. Coordinate with partners to ensure that EDS marketing targets (and associated "selling points") are optimally positioned within regional marketing initiatives (including partner websites, etc.)
C. Coordinate with partners to ensure that the message of Pinole's business friendliness ties into whatever similar messaging is applicable to the region, through their various marketing platforms appropriate
D. In tandem with Sub-strategy 5A below ("Reposition Retail" initiative), launch aggressive retail/restaurant tenant recruitment effort (with a focus on attracting high sales tax generators)[6]
E. Convene "Summit Meeting" of local civic organizations to unveil the EDS and identify specific opportunities for engagement of civic organizations and other community leaders as "ambassadors" for Pinole's economic development program

[6] Consistent with community/stakeholder input received during the EDS planning process, recruitment program should prioritize high quality restaurants that could be positioned as "junior anchor tenants" within shopping centers that are being revitalized or redeveloped. For an initial list of target retail/restaurant tenants, refer to the "Insight Void Analysis" prepared for the City by HdL EconSolutions in July 2019 (this list should be periodically updated to reflect evolving retail market conditions).

MAJOR INITIATIVE 1: Branding/Marketing	
F. As part of Civic Organization Summit meeting, define strategy for using positioning or new special events as mechanisms for placemaking and economic development promotion G. Investigate options for professional marketing services to support design/implementation of new marketing program. This program could ultimately include the following components: ○ Industry-specific marketing materials (target industry webpage, brochures, digital/print media) ○ Advertising in selected/targeted media (general and industry-specific) ○ Attendance at selected industry events (e.g., ICSC) H. Implement targeted advertising campaign (per Step D above) I. Establish and implement annual calendar for attendance at selected industry events (per Step D above) J. Host industrial broker luncheon/site tour to establish Pinole as a viable location for targeted office/industrial tenant types (continue on annual basis) K. In conjunction with partners (potentially through an ad hoc taskforce), identify and organize new special events to support placemaking efforts	
Partnership Resources • San Pablo EDC • Bay Front Chamber of Commerce • Contra Costa County Economic Development	• East Bay Economic Development Alliance
Other Potential Implementation Tools/Investments • Professional marketing agency (with economic development expertise)	
Year 1 Milestones/Checklist • Completion of new website/webpage for City's ED program, consistent with new ED brand developed as part of EDS process • Research and staff report on recommendations for pursuing professional marketing services for implementation of EDS marketing program • Civic Organizations Summit (initial meeting and plan for follow-up engagement)	

MAJOR INITIATIVE 2: Business Retention/Expansion/Attraction	
Brief Description of Program Within Pinole's limiting remaining land/ development capacity (and opportunities for re-tenanting/repurposing existing underutilized buildings), City will focus its business development efforts on market-	***City's Positioning/Roles in Implementation*** The City will take a lead, in-house role in implementing a Pinole-specific target industry program. The program will also involve some coordination with (and support from) regional partners.

MAJOR INITIATIVE 2: Business Retention/Expansion/Attraction	
feasible industries/clusters (see recommended list in preceding section of the EDS) with the highest potential to: • Create/retain high-paying jobs • Increase tax base • Contribute to sense of place The business retention component of this initiative will focus on direct outreach to existing Pinole firms to identify and systematically respond to issues that are threats to the long-term viability and growth of existing core industries; these concerns might include, for example, the City's level of business friendliness, global market changes impacting local businesses, and the impacts of climate change/policy (including water and energy costs)[7].	
Action Steps *(Gold = Year 1; Green = Year 2; Purple = Year 3 or later)* A. Identify a "short list" of 6-8 industry clusters for the City's initial targeting efforts (the consultant's initial recommendations – based on the industry cluster analysis and the priority levels suggested by the EDS Committee – are listed on page 44 of the EDS) B. Compile database of existing Pinole/Contra Costa County firms relevant to each targeted cluster C. Define outreach strategy for maintaining ongoing communication with key existing firms in retention/expansion clusters; outreach tactics could include a mix of industry meetings/mixers, online surveys, site visits, and direct mail D. Conduct needs assessment (via outreach in Step C) of firms receptive to business retention/ expansion assistance and develop customized responses (packaging of City and non-City resources) to address specific needs of assisted firms E. Implement marketing effort (see Major Initiative 1) for identified business attraction targets F. Customize entrepreneurial development resources (see Major Initiative 4) to maximize startup potentials in targeted industry clusters G. Customize workforce development resources (Major Initiative 6) to ensure competitive pipeline of workers to meeting staffing needs of targeted industry clusters H. As part of an overall focus on growing Hospitality and Tourism (one of the priority industry clusters in the EDS), pursue attraction of hotel development; also, investigate	

[7] The City's process of preparing a Climate Action and Adaption Plan (scheduled for completion in June 2023) will also include specific outreach to the business community on these issues.

MAJOR INITIATIVE 2: Business Retention/Expansion/Attraction	
potentials for a specialized focus on ecotourism (leveraging the existing regional park and available hiking/birdwatching areas)	
Partnership Resources • San Pablo EDC • Contra Costa County Economic Development • East Bay Economic Development Alliance	
Year 1 Milestones/Checklist • MOU with partners for coordination on business attraction coordination (identification of regional targets relevant to Pinole, etc.) • Memorandum (staff generated) outlining in-house plan for existing business outreach	

MAJOR INITIATIVE 3: Entrepreneurial Development	
Brief Description of Program City will launch an across-the-board effort (via multiple EDS strategies) to attract and foster startups (with a particular focus on entrepreneurial opportunities in the EDS target industry clusters).	***City's Positioning/Roles in Implementation*** The City will mostly serve in a coordination/ clearinghouse capacity, drawing on the established programs of regional partners. More directly (through other EDS strategies), the City will focus on creating an innovative business environment attractive to prospective entrepreneurs.
Action Steps *(Gold = Year 1; Green = Year 2; Purple = Year 3 or later)* A. Conduct meetings with regional partners listed below to unveil EDS target industry cluster program and identify targeted industries likely to offer significant entrepreneurial development opportunities B. Update webpage summarizing City's entrepreneurial development opportunities/resources C. In conjunction with regional partners, organize a local annual "startup network" workshop featuring presentations from partner organizations and providing networking opportunities for prospective startups D. Investigate options for key partner organizations establishing field offices in Pinole to support expanded focus on entrepreneurial development and startup assistance	
Partnership Resources • East Bay Small Business Development Center • Renaissance Entrepreneur Center	• San Pablo EDC • Local banks
Year 1 Milestones/Checklist	

MAJOR INITIATIVE 3: Entrepreneurial Development	
• Webpage summarizing entrepreneurial development resources (links) • Preliminary discussions with partners about "startup network" workshop (to be implemented in Year 2)	

MAJOR INITIATIVE 4: Business/Development Friendliness	
Brief Description of Program The City will systematically review and strengthen key systems/policies relating to interactions with the business and development community. Most critically, this will involve periodic reviews of entitlement and permitting processes and related fee structures.	***City's Positioning/Roles in Implementation*** The City will take a lead role in implementing the business/development friendliness initiative.
Action Steps *(Gold = Year 1; Green = Year 2; Purple = Year 3 or later)* A. Establish "Business Concierge" program (staffed by City's new Economic Development Coordinator) and supporting "Quick Response Team" (representatives of other City departments with permitting or project approval roles) B. Conduct annual review of Pinole's business/development fee schedules (and survey of competitor's fees); recommend fee adjustments as needed to maintain competitive position C. Fund and publicize small business financial assistance programs (i.e., small loans and/or grants for specific business improvement purposes) D. Establish and publicize branded program(s) for streamlined business permitting and development entitlements E. Host annual broker/developer appreciation event (include a "customer satisfaction survey" to obtain ongoing feedback on ways City can improve business/development friendliness)	
Partnership Resources • San Pablo EDC • Bay Front Chamber of Commerce	
Year 1 Milestones/Checklist • Organize "Business Concierge" and "Quick Response Team" programs • Establish annually-repeatable process for conducting comparative survey of Pinole's business/development fees (comparison to fees in 5-10 competitor cities in region)	

MAJOR INITIATIVE 5: Development Capacity/Placemaking	
Brief Description of Program This strategy will have a multi-pronged, integrated focus: a) focused evaluation of the City's zoning and related land use policies, to expand capacity for targeted commercial and light industrial development; b) City-led initiatives to pursue development-driven placemaking in special focus areas (e.g., Downtown and Waterfront); c) alignment of the City's Capital Improvement Plan (CIP) with EDS based on a comprehensive assessment of infrastructure needs (including broadband improvements) in high-priority development areas; d) coordination of infrastructure financing tools; and e) implementation of affordable housing measures relevant to EDS priorities.	***City's Positioning/Roles in Implementation*** The City's Community Development Department will have a lead role in coordinating relevant research etc. and eventually proposing new City zoning policies and infrastructure investments in response to emerging market opportunities. **NOTE: This is an "umbrella" initiative and selected high-priority sub-strategies are detailed in separate boxes below.**

Action Steps

(Gold = Year 1; Green = Year 2; Purple = Year 3 or later)

A. Implement "Reposition Retail" Strategy (see separate box for Sub-Strategy 5A below)
B. Study feasibility of Enhanced Infrastructure Financing District (EIFD) (see separate box for Sub-Strategy 5B below)
C. Systematically review City's land use plans and policies to ensure alignment with EDS objectives (see separate box for Sub-Strategy 5C below)
D. Investigate potentials for establishing one or more business improvement districts (BID's) to fund revitalization and placemaking activities within special focus areas (e.g., Downtown)
E. Prepare Broadband Master Plan (this is already a funded City project, separate from the EDS)
F. Support implementation affordable housing measures relevant to EDS (this effort is assumed to be led by City staff other than Economic Development Coordinator)

SUB-STRATEGY 5A: Implement "reposition retail" initiative to facilitate revitalization and/or repurposing of high-vacancy shopping centers based on potential market demand for other land uses (including "tech flex" space, office, residential and mixed-use)	
Brief Description of Program Although the real estate market analysis completed for the EDS process indicates some potential demand for new retail/restaurant tenancies in Pinole (which could potentially be focused in specialty shopping areas such as the downtown), global trends for the retail industry suggest that older shopping centers will increasingly struggle to maintain acceptable occupancy levels and vibrant tenant mixes. The City will work proactively with shopping center owners to define mutually beneficial solutions to these challenges.	***City's Positioning/Roles in Implementation*** The City will take a lead, in-house role in implementing this strategy. The program will also involve direct coordination with property owners and the development community.

Action Steps

(Gold = Year 1; Green = Year 2; Purple = Year 3 or later)

A. Initiate contact with ownership/management of key shopping centers to assess interest in revitalizing and/or redeveloping properties and to determine means by which City could facilitate/incentivize action on revitalization
B. Investigate potential applicability of Federal and State authorized "tools" to increase the feasibility of redevelopment/reinvestment actions (see list of potential tools below); for example, available ARPA funds could potentially be utilized to incentivize/leverage private investment in shopping center revitalization
C. Conduct focus group meeting with development community (developers and brokers familiar with the Contra Costa County market) to identify market demand prospects for various reuse approaches/concepts:
    - Mixed-use development in which a portion of existing retail use is retained, and surplus land is devoted to other uses (e.g., housing and/or office)
    - Opportunities to fulfill City's RHNA affordable housing obligations by allowing residential development on shopping center sites
    - Opportunities for market-rate housing development (appropriate for a full range of income levels, including "workforce" housing) on shopping center sites
    - Opportunities to pursue development of Class A office space
    - Opportunities to pursue development of light industrial / "tech flex" space
    - Opportunities to pursue hotel development (especially on sites with water views)
D. Prepare development prototypes (i.e., drawings/renderings) and pro forma financial analyses to document the potential financial attractiveness (to property owners) of site redevelopment

SUB-STRATEGY 5A: Implement "reposition retail" initiative to facilitate revitalization and/or repurposing of high-vacancy shopping centers based on potential market demand for other land uses (including "tech flex" space, office, residential and mixed-use)	
E. Develop information packages to demonstrate the economic/financial advantages (to property owners) of site redevelopment	
Partnership Resources • Commercial/industrial real estate brokers • Shopping center owners	• Development community
Other Potential Implementation Tools • Community Revitalization and Investment Authorities (State legislation) • Enhanced Infrastructure Financing Districts (State legislation) • CERF (state) and ARPA/BBB (federal) funding resources	
Year 1 Milestones/Checklist • Coordination/meetings with shopping center owners	

SUB-STRATEGY 5B: Study feasibility of Enhanced Infrastructure Financing District (EIFD)	
Brief Description of Program EIFD's are a relatively new tool authorized by the State of California to fund infrastructure improvements in targeted development areas via tax-increment financing. They are potentially a powerful tool/incentive for attracting private development/investment. However, setting up an EIFD involves significant costs to the municipality. The intent of this strategy is to investigate the applicability of the EIFD concept to Pinole's targeted development (or redevelopment) areas and to determine the feasibility of utilizing ARPA funds to pay for the City's upfront costs.	***City's Positioning/Roles in Implementation*** The City will take a lead, in-house role implementing this strategy.
Action Steps *(Gold = Year 1; Green = Year 2; Purple = Year 3 or later)* A. Conduct preliminary (no cost) discussions with consultant firms experienced in establishing EIFD's to get initial assessment of applicability to Pinole and general estimate of City costs involved B. Investigate potential for utilizing ARPA funds (or other external resources) to pay for upfront costs associated with establishing an EIFD C. Based on the above, prepare recommended course of action for consideration of City Manager and City Council	

SUB-STRATEGY 5B: Study feasibility of Enhanced Infrastructure Financing District (EIFD)	
D. If initial investigations (steps A-C above) indicate feasibility of the EIFD concept, retain consultant team to prepare necessary studies, etc. to establish EIFD	
Partnership Resources • Contra Costa County	
Other Potential Implementation Tools • ARPA funds	
Year 1 Milestones/Checklist • Staff-generated memorandum report, summarizing findings of initial investigations and recommending course of action for City Council's consideration	

SUB-STRATEGY 5C: Systematically review City's land use plans and policies to ensure alignment with EDS objectives	
Brief Description of Program With a focus on expanding physical/zoning capacity for targeted land uses, the City should conduct an overall review of existing land use plans and policies. This review should, in particular, identify ways in which the Three Corridors Specific Plan (adopted in 2010) could be refined or selectively updated to reflect the current status of sites that the Plan targets for development. The original (2010) Specific Plan provided a detailed framework for development and revitalization in Pinole's primary commercial and industrial corridors. The City's Strategic Plan 2020-2025 calls for the Specific Plan to be updated. Whereas a full update of the Specific Plan is not necessary to implement the EDS, some level of refinement could position the Plan to better accomplish the following: • Provide a specific strategy for Downtown revitalization • Investigate options for waterfront development (including potential for relocation of City facilities to create new development capacity)	***City's Positioning/Roles in Implementation*** The City will take a lead, in-house role implementing this strategy.

SUB-STRATEGY 5C: Systematically review City's land use plans and policies to ensure alignment with EDS objectives	
• Allow for appropriate mixed-use options for obsolete shopping centers • Incentivize optimal use of "water view" properties (e.g., allow for high-rise development with top-floor restaurants) • Provide updated analysis of "opportunity sites" that can potentially accommodate new business park and/or industrial buildings • Incorporate innovative placemaking concepts for key community sites (e.g., "Community Corner") • Interface with City programs/policies focused on preservation and promotion of historic and cultural resources • Ensure that the Specific Plan is fully aligned with new State housing policies • Provide updated infrastructure assessment and capital improvement plan for targeted commercial/ industrial development areas	

Action Steps

(Gold = Year 1; Green = Year 2; Purple = Year 3 or later)

A. Convene working group (consisting of City Manager, Community Development Department staff and Public Works staff) to review existing land use plans and policies relevant to the EDS, and identify any existing policies that could be improved to achieve EDS objectives related to development/redevelopment capacity
B. Through the working group noted above, determine the need for (and potential scope of) Specific Plan refinements, taking into account potential interface with EDS initiatives and potential synergies with the recent General Plan Update process
C. To the extent needed Specific Plan refinements (and/or other desired changes in land use policy) are extensive enough to warrant consultant support (which is not a foregone conclusion at this time), establish preliminary budget for consultant effort (based on initial estimates from multiple prospective consultants)

SUB-STRATEGY 5C: Systematically review City's land use plans and policies to ensure alignment with EDS objectives
D. Investigate potential for utilizing ARPA funds to pay for the Specific Plan refinements (or other policy updates requiring consultant support) E. Based on the above, prepare recommended course of action for consideration of City Council
Other Potential Implementation Tools • ARPA funds
Year 1 Milestones/Checklist • Staff-generated memorandum report, summarizing findings of initial investigations and recommending course of action for City Council's consideration

INITIATIVE 6: Workforce interface	
Brief Description of Initiative The City will systematically interface with education and workforce development partners to support the following outcomes: • Improve information flow between employers and educators/trainers regarding needed skills for targeted industry clusters • Increase awareness of Pinole residents about available training/job placement services	***City's Positioning/Roles in Implementation*** Whereas core educational/workforce development services will continue to be delivered primarily by partner organizations, the intent of this strategy is to more strongly support these partners in a coordination/clearinghouse capacity. This coordination role would involve streamlining and clarifying regional/partner resources to maximize their value to Pinole's business community.
Action Steps *(Gold = Year 1; Green = Year 2; Purple = Year 3 or later)* A. Establish and facilitate periodic meetings of a "Pinole Workforce Development Consortium" (including representatives of the partner organizations listed below); this action item would serve the following major purposes: ○ Coordination of the various service providers related to workforce training to ensure consistent dissemination of information about available programs/resources ○ Facilitating useful connections between employers and training organizations B. In tandem with partners, establish ongoing mechanisms to improve connection between employers and education/training resources C. Conduct survey of Pinole's resident workforce to identify characteristics (commute distances, occupations, skills, adaptability to remote work, etc.) of Pinole residents who work in other communities	

INITIATIVE 6: Workforce interface	
D. Based on workforce survey (Step C above), define strategy for leveraging work-from-home trends as part of Pinole's marketing, business attraction and entrepreneurial development strategies) E. Through PWDC, develop strategy to improve local school quality and performance relative to neighboring cities/districts	
Partnership Resources • WDBCCC • West Contra Costa Unified School District • San Pablo EDC	• Bay Front Chamber of Commerce
Year 1 Milestones/Checklist • Establish "Pinole Workforce Development Consortium" (PWDC) • Convene 1-2 organization/coordination meetings of PWDC to identify resources available to Pinole workers and firms • Create webpage listing workforce development resources available through PWDC partners • Define PWDC strategy for facilitating connections between Pinole firms and PWDC partner resources (for training, etc.)	

Year 1 Staff Time and Other City Resources by Major Initiative / Action Step

The table below shows the estimated allocation of time for the proposed 0.50 FTE Economic Development Coordinator during Year 1 of the EDS implementation. The table also notes other major resources (in addition to ED staff time) that will be required to fully implement each action step.

Major Initiative	Essential Year 1 Action Steps	Annual Hours – ED Coordinator (0.50 FTE)	Other City Resources Needed
1. Branding/Marketing	• ED website / new brand • Launch retail/restaurant tenant recruitment effort • Civic organization summit • Plan marketing services	250	Professional marketing services (start in Year 2)
2. Business Retention/ Expansion/Attraction	• Define partner roles (MOU) for business attraction • In-house plan for existing business outreach	150	Potential partner contracts (start in Year 2)
3. Entrepreneurial Development	• Inventory regional/partner programs and resources • Webpage (partner links) • Plan "startup network" workshop (with partners)	100	Potential partner contracts (start in Year 2)
4. Business/Development Friendliness	• Organize "Business Concierge" and "Quick Response Team" programs • Set up annual survey of competing cities' fees	150	Potential fee waivers or reductions (in response to competitive survey)
5. Development Capacity/Placemaking	• Launch "reposition retail" • Investigate options/costs for EIFD formation • Internal game plan (scope, etc.) for revising Three Corridors Specific Plan (if needed)	250	CDD staff time (in addition to ED Coordinator); EIFD consultant (in Year 2 or later); Planning consultant (Year 2 or later)
6. Workforce Interface	• Establish Pinole Workforce Development Consortium (PWDC) • Webpage listing workforce development resources • Strategy to connect firms with training resources	100	Host 1-2 lunch meetings of PWDC partners

Metrics for Monitoring Progress

In defining a system for monitoring the City's progress on EDS implementation, it is important to consider a balance of "outputs" (specific City investments or tasks completed) and "outcomes" (measurable changes in local economic conditions). It is also important that the system be manageable in terms of readily available data sources. The following framework is intended to guide the City's annual monitoring process:

Metric	Data Source	Notes on Application
Key Outcomes:		
Annual Changes in Taxable Sales	• California Department of Tax and Fee Administration (CDTFA)	Segment by major CDTFA sales category (including retail and non-retail business types); compare to countywide averages
Jobs Created or Retained in Targeted Industries	• Business license records • ED Coordinator records • BLS (salary data)	Report high-wage industries as a separate subtotal (use countywide BLS data to estimate average salary by industry)
Net Change in Active Business Licenses	• City business license records	Segment by major industry group and compare to industries targeted in EDS
Square Feet of New (or Newly Tenanted) Commercial/Industrial Space	• Building Department records	Create annual summary of new development projects and major new tenancies in existing space
Annual Changes in Retail, Office and Industrial Market Conditions (vacancy rates and lease rates)	• Commercial/industrial real estate brokers	Compare to previous year(s) and to countywide averages; City should develop relationship with broker(s) to obtain data
Average Length (in days) of Commercial/Industrial Development Approvals	• City records (will need to establish process for tracking)	Reporting of approval timing should be segmented by type and complexity of project
Key Outputs:		
Outreach contacts	• ED Coordinator records	Maintain separate for existing Pinole firms (retention/expansion) and external firms (attraction)
Commercial/industrial brokers participating in City events	• ED Coordinator records	Maintain separate records for Action Items 1J, 4E, and 5A (sub-item C)

Return to Agenda

CITY COUNCIL REPORT

9G

DATE: **OCTOBER 18, 2022**

TO: **MAYOR AND COUNCILMEMBERS**

FROM: **STACY SHELL, HUMAN RESOURCES DIRECTOR**

SUBJECT: **FIXING THE EMPLOYER'S CONTRIBUTION AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT WITH RESPECT TO ELECTED OFFICIALS, MANAGEMENT, CONFIDENTIAL, AFSCME LOCALS 1 AND 512, PPEA, AND IAFF**

RECOMMENDATION

Staff recommends that the City Council adopt resolutions:

A. Fixing the Employer's Contribution at an equal amount for Employees and Annuitants under the Public Employees' Medical and Hospital Care Act with respect to Elected Officials; and

B. Fixing the Employer's Contribution at an equal amount for Employees and Annuitants under the Public Employees' Medical and Hospital Care Act with respect to Management Employees; and

C. Fixing the Employer's Contribution at an equal amount for Employees and Annuitants under the Public Employees' Medical and Hospital Care Act with respect to Confidential Employees; and

D. Fixing the Employer's Contribution at an equal amount for Employees and Annuitants under the Public Employees' Medical and Hospital Care Act with respect to AFSCME, Local 1 Employees; and

E. Fixing the Employer's Contribution at an equal amount for Employees and Annuitants under the Public Employees' Medical and Hospital Care Act with respect to AFSCME, Local 512 Employees; and

F. Fixing the Employer's Contribution at an equal amount for Employees and Annuitants under the Public Employees' Medical and Hospital Care Act with respect to PPEA Employees; and

G. Fixing the Employer's Contribution at an equal amount for Employees and Annuitants under the Public Employees' Medical and Hospital Care Act with respect to IAFF Employees.

BACKGROUND

The City provides active employees and retired annuitant City employees with medical insurance. The City provides this insurance through an agreement with the California Public Employees' Retirement System (CalPERS). The Public Employees' Medical and Hospital Care Act (PEMHCA) governs the CalPERS Health Program which enables contracting agencies, such as the City of Pinole, to provide a health benefit program to active employees and retired annuitants.

Contracting agencies are required to provide a minimum employer medical insurance contribution toward the cost of the monthly premium for all eligible employees and retired annuitants. Local agencies can contribute amounts in excess of the minimum contribution.

Under PEMHCA, the City provides insurance to eligible retired annuitants (those that have a minimum of five (5) years of service with the City and 10 years of total CalPERS service credit) under the framework of a vesting schedule whereas the percentage of the City's contribution toward medical insurance premiums increase with continued service.

Pursuant to the CalPERS agreement, the City designated seven groups, which would be eligible to participate in the CalPERS health plans. The groups are Elected, Management, Confidential, AFSCME Locals 1 and 512, PPEA, and IAFF.

Through negotiated Memorandum of Understandings (MOUs) between the City and the represented groups, the City has agreed to pay for a portion of the monthly medical premiums for active and retired employees and dependents.

REVIEW AND ANALYSIS

In accordance with the recently negotiated successor MOU for PPEA Employees, previously negotiated MOUs for AFSCME Locals 1 and 512 and IAFF Employees and the Management and Confidential Employee Compensation and Benefits Plan, effective January 1, 2023, the City shall pay up to the 2022 Kaiser medical monthly premiums for active and retired members in, or who were previously in, the designated groups, based on enrollment status. Historically, the Elected Officials group, has received the same benefit as the Management group.

The attached resolutions reflect the new contribution amount which the City Council has agreed to pay towards the active and retired employees' medical payment.

Below are the 2022 CalPERS Kaiser medical premiums for each level of benefit. The rates reflect a 5.1% increase compared to the 2021 premiums.

One Party Coverage:	$ 857.06
Two Party Coverage:	$1,714.12
Family Coverage:	$2,228.36

Pursuant to CalPERS regulations, any time an employer changes the medical premiums paid by the City on behalf of an employee group, the amount to be paid must be reflected through a Resolution approved by the City Council. Any contribution changes will take effect on January 1st of each year.

All resolutions must be forwarded to the CalPERS office, no later than 60 days prior to implementation of the City's contribution, for official notification and processing.

FISCAL IMPACT

In FY 2022-23, the City budgeted a total of $3,230,837 for payment of medical premiums for active employees and retired annuitants, which is sufficient to cover the City's health insurance obligation.

ATTACHMENTS:

A Resolution for Elected Officials
B Resolution for Management Employees
C Resolution for Confidential Employees
D Resolution for AFSCME Local 1 Employees
E Resolution for AFSCME Local 512 Employees
F Resolution for PPEA Employees
G Resolution for IAFF Employees

ATTACHMENT A

RESOLUTION NO. 2022-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, IN THE MATTER OF FIXING THE EMPLOYER'S CONTRIBUTION AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT WITH RESPECT TO A RECOGNIZED EMPLOYEE ORGANIZATION

(Elected Officials)

WHEREAS, (1) the City of Pinole is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by Elected Official members; and

WHEREAS, (2) Government Code Section 22892(a) provides that a contracting agency subject to the Act shall fix the amount of employer contribution by resolution; and

WHEREAS, (3) Government Code Section 22892(b) provides that the employer contribution shall be an equal amount for both employees and annuitants, but may not be less than the amount prescribed by Section 22892(b) of the Act; and

NOW, THEREFORE, BE IT RESOLVED (a) that the employer's contribution, effective January 1, 2023, for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members in a health benefits plan up to a maximum of $857.06 per month with respect to employee or annuitant enrolled for self alone, $1,714.12 per month for employee or annuitant enrolled for self and one family member, and $2,228.36 per month for employee or annuitant enrolled for self and two or more family members, plus administrative fees and Contingency Reserve Fund assessments; and be it further resolved

Section 1. that the City of Pinole has fully complied with any and all applicable provisions of Government Code 7507 in electing the benefits set forth above.

Section 2. that the participation of the employees and annuitants of the City of Pinole shall be subject to determination of its status as an "agency or instrumentality of the state or political subdivision of a State" that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that the City of Pinole would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer.

Section 3. that the executive body appoint and direct, and it does hereby appoint and direct, the City Manager of the City of Pinole, to file with the Board a verified copy of this resolution, and to perform on behalf of the City Council all functions required of it under the Act.

ATTACHMENT A

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole on this **18th** day of **October 2022** 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 adopted on this 18th day of October, 2022.

_____
Heather Bell, CMC
City Clerk

ATTACHMENT B

RESOLUTION NO. 2022-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, IN THE MATTER OF FIXING THE EMPLOYER'S CONTRIBUTION AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT WITH RESPECT TO A RECOGNIZED EMPLOYEE ORGANIZATION

(Management Employees)

WHEREAS, (1) the City of Pinole is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by Elected Official members; and

WHEREAS, (2) Government Code Section 22892(a) provides that a contracting agency subject to the Act shall fix the amount of employer contribution by resolution; and

WHEREAS, (3) Government Code Section 22892(b) provides that the employer contribution shall be an equal amount for both employees and annuitants, but may not be less than the amount prescribed by Section 22892(b) of the Act; and

NOW, THEREFORE, BE IT RESOLVED (a) that the employer's contribution, effective January 1, 2023, for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members in a health benefits plan up to a maximum of $857.06 per month with respect to employee or annuitant enrolled for self alone, $1,714.12 per month for employee or annuitant enrolled for self and one family member, and $2,228.36 per month for employee or annuitant enrolled for self and two or more family members, plus administrative fees and Contingency Reserve Fund assessments; and be it further resolved

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ATTACHMENT B

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole on this **18th** day of **October 2022** 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 adopted on this 18th day of October, 2022.

_____

Heather Bell, CMC
City Clerk

ATTACHMENT C

RESOLUTION NO. 2022- XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, IN THE MATTER OF FIXING THE EMPLOYER'S CONTRIBUTION AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT WITH RESPECT TO A RECOGNIZED EMPLOYEE ORGANIZATION

(Confidential Employees)

WHEREAS, (1) the City of Pinole is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by Elected Official members; and

WHEREAS, (2) Government Code Section 22892(a) provides that a contracting agency subject to the Act shall fix the amount of employer contribution by resolution; and

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ATTACHMENT C

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

I hereby certify that the foregoing resolution was introduced, passed and adopted on adopted on this 18th day of October, 2022.

_____

Heather Bell, CMC
City Clerk

ATTACHMENT D

RESOLUTION NO. 2022-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, IN THE MATTER OF FIXING THE EMPLOYER'S CONTRIBUTION AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT WITH RESPECT TO A RECOGNIZED EMPLOYEE ORGANIZATION

(AFSCME, Local 1 Employees)

WHEREAS, (1) the City of Pinole is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by Elected Official members; and

WHEREAS, (2) Government Code Section 22892(a) provides that a contracting agency subject to the Act shall fix the amount of employer contribution by resolution; and

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ATTACHMENT D

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

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Heather Bell, CMC
City Clerk

ATTACHMENT E

RESOLUTION NO. 2022-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, IN THE MATTER OF FIXING THE EMPLOYER'S CONTRIBUTION AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT WITH RESPECT TO A RECOGNIZED EMPLOYEE ORGANIZATION

(AFSCME, Local 512 Employees)

WHEREAS, (1) the City of Pinole is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by Elected Official members; and

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ATTACHMENT E

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

I hereby certify that the foregoing resolution was introduced, passed and adopted on adopted on this 18th day of October, 2022.

_____

Heather Bell, CMC
City Clerk

ATTACHMENT F

RESOLUTION NO. 2022-XX

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(PPEA Employees)

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ATTACHMENT F

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

I hereby certify that the foregoing resolution was introduced, passed and adopted on adopted on this 18th day of October, 2022.

_____

Heather Bell, CMC
City Clerk

ATTACHMENT G

RESOLUTION NO. 2022-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, IN THE MATTER OF FIXING THE EMPLOYER'S CONTRIBUTION AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT WITH RESPECT TO A RECOGNIZED EMPLOYEE ORGANIZATION

(IAFF Employees)

WHEREAS, (1) the City of Pinole is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by Elected Official members; and

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ATTACHMENT G

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

I hereby certify that the foregoing resolution was introduced, passed and adopted on adopted on this 18th day of October, 2022.

_____

Heather Bell, CMC
City Clerk

Return to Agenda

CITY COUNCIL REPORT

9H

DATE: OCTOBER 18, 2022

TO: MAYOR AND COUNCIL MEMBERS

FROM: STACY SHELL, HUMAN RESOURCES DIRECTOR

SUBJECT: ADOPT A RESOLUTION APPROVING SIDE LETTER AGREEMENT TO THE MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE CITY AND AFSCME LOCAL 512 TO AMEND ARTICLE II – RECOGNITION AND ATTACHMENT A – SALARY SCHEDULE

RECOMMENDATION

It is recommended that the City Council adopt a resolution approving Side Letter Agreement to the Memorandum of Understanding (MOU) between the City of Pinole and AFSCME Local 512 to amend Article II – Recognition and Attachment A – Salary Schedule.

BACKGROUND

In 2019, the City developed the City of Pinole Strategic Plan 2020-2025 through an extensive research and engagement process, which identified the City's vision, mission, goals, and strategies over the five-year period.

Relative to the City's goal to build an organization culture that is efficient, ethical, and effective in delivering quality services with community involvement and fiscal stewardship, one of the strategies identified was the development of an employee attraction, retention, and development plan. One activity identified in support of this plan is the analysis of the City's classification and compensation system and update it as needed to provide engaging job descriptions, career growth opportunities, and competitive pay.

In accordance with the City's Personnel Rule 3, Classification Plan, at the recommendation of the Human Resources Director, the City Manager shall approve, and amended from time to time, the City's classification plan after consultation with the affected collective bargaining organization.

Consistent with Personnel Rule 12.1, Salary Plan, salary ranges are set for each classification by the City Council. No change in the salary range of a classification may be made without City Council approval.

REVIEW AND ANALYSIS

On June 21, 2022, City Council adopted the City's Operating and Capital Budget for FY 2022/23 and increased the Community Development Department's full-time equivalent (FTE) positions by 0.5 FTE and the Public Works Department's FTE positions by 0.5 FTE, to include a placeholder for a new "Development Services Technician" full-time position to be shared equally between the two departments with a starting salary rate that was forecast at $29.2643 per hour.

Upon the City Council's adoption of the Budget, staff expediated a comprehensive job and salary analysis of the Development Services Technician position, developed, in consultation with the AFSCME Local 512 representatives, a classification specification to reflect the scope of duties and qualifications of the position, which included a retitling of the position to "Administrative Coordinator" that was adopted by the City Manager, and surveyed the salary ranges of similarly situated positions at comparative agencies to identify the median of the position's market salary rate.

Staff is recommending an adjustment to the placement of the Administrative Coordinator classification on the City's salary range schedule to a rate that is equitable with the median of the market and aligns internally with the current Cable Access Coordinator (AFSCME, Local 512) classification salary range: $41.3475 - $50.2584 per hour to provide a fair and competitive salary within the labor market.

Staff has met and conferred with AFSCME Local 512 representatives to discuss the proposed changes to the City's classification and salary plans as they affect represented employees. The AFSCME Local 512 bargaining unit is supportive of the side letter containing changes to Article II and Attachment A of their MOUs as referenced herein the attached Resolution.

It is recommended that the side letter be effective upon the adoption of this Resolution.

FISCAL IMPACT

The net fiscal impact of the proposed salary range is $26,303, which includes employee benefit costs. This is the difference between the total cost of the newly proposed salary range ($127,718) and the estimated salary range ($101,415) appropriated in the adopted FY 2022/23 budget.

ATTACHMENTS

Attachment A: Resolution
Exhibit A: Side Letter Agreement with AFSCME Local 512

ATTACHMENT A

RESOLUTION NO. 2022-XX

A RESOLUTION OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING SIDE LETTER AGREEMENT TO THE MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE CITY OF PINOLE AND THE REPRESENTED GROUP AFSCME LOCAL 512 TO AMEND ARTICLE II – RECOGNITION AND ATTACHMENT A, OF THEIR RESPECTIVE MOU AGREEMENT

WHEREAS, the American Federation of State, County, and Municipal Employees Local 512 (AFSCME) represent the professional/technical employees of the City; and

WHEREAS, the City conducted a classification and compensation system analysis and recommended changes to the system which affects represented classifications within the AFSCME Union; and

WHEREAS, AFSCME supports the City's recommended changes; and

WHEREAS, AFSCME and the City will execute a side letter amending Section II – Recognition and Attachment A of the MOU to reflect the classification and compensation system changes; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Pinole does hereby approve the side letter agreement to make changes to the classification and compensation system and authorizes the City Manager to execute the side letter agreement with the represented employee group, attached hereto as Exhibit A, and incorporated herein by this reference.

PASSED AND ADOPTED this 18th day of October 2022**,** 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 18th day of October 2022.

_____

Heather Bell, CMC
City Clerk

EXHIBIT A

Side Letter of Agreement
Between the City of Pinole and AFSCME Union, Local 512

This will confirm that the representatives of the City of Pinole ("City") and the AFSCME Union, Local 512 ("AFSCME") have met and conferred and have agreed to the following modifications of their memorandum of understanding ("MOU") covering the term July 1, 2021 through June 30, 2023 as follows:

The parties agree to modify the following paragraph under Article II, Section 2.1, Unit Composition and Attachment A:

ARTICLE II. RECOGNITION

2.1 Job Classifications in the Unit.

The Professional and Technical unit consists of the following job classifications:

Accountant
Accounting Specialist
Administrative Coordinator
Associate Civil Engineer
Associate Planner
Building Inspector I
Building Inspector II
Cable Access Coordinator
Code Enforcement Officer I
Code Enforcement Officer II
Information Systems Administrator
Information Systems Specialist
Laboratory Analyst I
Laboratory Analyst II
Laboratory Supervisor
Management Analyst
Public Works Maintenance Supervisor
Public Works Specialist
Recreation Coordinator
Rental Inspector
Senior Project Manager
Wastewater Treatment Plant Operations Supervisor
Water Pollution Control Plant Supervisor

ATTACHMENT A – FY 22/23 SALARY SCHEDULE

City of Pinole Salary Ranking

	FY 22/23	Proposed Salary Ranges									
	Bargaining Unit	A	A	B	B	C	C	D	D	E	E
City of Pinole	AFSCME Local 512	Monthly	Hourly	Monthly	Hourly	Monthly	Hourly	Monthly	Hourly	Monthly	Hourly
	Administrative Coordinator	$ 7,166.90	$ 41.3475	$ 7,525.25	$ 43.4149	$ 7,901.52	$ 45.5857	$ 8,296.61	$ 47.8651	$ 8,711.45	$ 50.2584

Side Letter of Agreement
Between the City of Pinole and AFSCME Union, Local 512

There shall be no change to any other portion of Article II or Attachment A or to any section(s) of the existing agreement other than those identified in this and any preceding Side Letter of Agreements.

Dated: _____

AFSCME UNION

By_____
Kym Anderson
AFSCME Representative

By_____
Kimberly Odom
AFSCME Representative

CITY OF PINOLE

By_____
Andrew Murray
City Manager

By_____
Stacy Shell
Human Resources Director

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CITY COUNCIL REPORT

10A

DATE: OCTOBER 18, 2022

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: ERIC CASHER, CITY ATTORNEY

BY: ALEX MOG, ASSISTANT CITY ATTORNEY

SUBJECT: ORDINANCE ADDING CHAPTER 17.28, HISTORIC PRESERVATION OVERLAY, TO THE MUNICIPAL CODE

RECOMMENDATION

Staff recommends the City Council introduce and waive the first reading of an ordinance adding Chapter 17.28, Historic Preservation Overlay, to the Municipal Code.

BACKGROUND

The City Council previously directed the Municipal Code Update Subcommittee (the "Subcommittee") to consider whether the City should adopt a historic preservation ordinance in Pinole. There are existing State and Federal programs for historic preservation, but cities are authorized to enact their own local historic preservation programs. The Subcommittee met three (3) times in fall of 2020 to consider different options for preserving historic structures in Pinole, and the proposed ordinance is the result of those discussions. The Subcommittee recommended the proposed ordinance be forwarded to the Planning Commission for review and recommendation to the City Council. The Planning Commission considered the proposed ordinance during its February 22, 2021 meeting, and recommended the City Council adopt the proposed ordinance, with certain changes discussed herein.

The City's General Plan and the Three Corridors Specific Plan currently have various goals and policies related to historic preservation, including:

- **Goal CC.1**: Maintain Pinole's unique qualities and sense of place to preserve the established historic and small-town character of the city.
  - Policy CC.1.4 The historic and urban character of Old Town Pinole shall be revitalized through the density and intensity of new construction, as well as through the use of building materials, architecture and other design elements that reflect the city's past.
- **Goal CC.4**: Promote a greater awareness of and sensitivity toward Pinole's historical heritage.

- PolicyCC.4.2 Establish and promote programs that identify, maintain and protect buildings, sites or other features of the landscape possessing historic or cultural significance.
  - *Action CC.4.2.1* Pursue recognition of eligible historic properties by the National Register of Historic Places and California Register of Historical Resources, and consider a variety of ways to identify and document historic buildings and properties throughout the city. Action CC.4.2.2 Maintain an up-to-date inventory of existing historic resources, including artifacts, structures, sites, areas and natural phenomena. Map the location of historic districts and historic and natural resources. Action CC.4.2.3 Establish a program to identify historical structures, places and events in recognition of their status. This program may include the use of signs, monuments, public art and interpretive exhibits.
- Policy CC.4.3 The City shall take all possible precautions to ensure that no action by the City results in the loss of the irreplaceable archaeological record present in Pinole's planning jurisdiction and shall work with the County toward that end.
  - *Action CC.4.3.1* Establish review procedures for development projects that recognize the history of the area in conjunction with state and federal laws.
  - *Action CC.4.3.2* Establish a Historic Preservation Ordinance to provide for the appropriate development and maintenance of historic resources and

Enforcing these goals and policies through the design review process can be difficult because only three structures in Pinole have been formally designated as historic. The Bank of Pinole (2361 San Pablo Avenue) and the Fernandez House (100 Tennent Avenue) are both listed on the National Register of Historic Places. Additionally, the Downer Home (2711 San Pablo Avenue) is identified in the General Plan as a historic structure. Except for these three structures, the City's ability to apply the historic preservation goals and policies pursuant to the General Plan is currently limited.

Some communities have created local historic preservation ordinances to help preserve historic structures. These ordinances generally require structures to be designated as landmarks on a case by case basis. Structures designated as landmarks are then subject to strict regulations regarding proposed changes. While those types of ordinances are effective at preserving a designated landmark, they requires considerable work (and generally a historic survey conducted by a professional) to identify structures to be designated as historic. The proposed ordinance recommended by the Subcommittee takes a different approach, and instead requires projects within a specified zone to go through enhanced design review and comply with special design guidelines. The proposed special design guidelines are less stringent than the requirements often found in many historic preservation ordinances.

The City Council considered a proposed ordinance to create a Historic Preservation Overlay, as well as resolution to readopt the City's Historic Preservation Overlay

Design Guidelines (previously titled the Old Town Design Guidelines, and hereinafter the "Design Guidelines") on May 4, 2021. At that meeting, the City Council directed that the Design Guidelines be further reviewed by a committee comprised of 3 Planning Commissioners and 2 City Councilmembers (the "Committee"). The Committee meet on three occasions to consider the Design Guidelines and recommended certain changes to the Guidelines and the proposed Ordinance. Those changes are incorporated into the documents attached to this report. Property owners and residents living within the proposed overlay zone were notified via mail of the first meeting of the Committee in both English and Spanish, and informed that they should contact the City's Planning Manager if they wanted to receive notice for future Committee meetings. No requests were received.

In the months after Committee's final meeting, the California Legislature adopted numerous laws regarding local housing regulations and approvals. One of these significant laws was SB 9, which requires cities to ministerially approve applications for up to two single family homes on a single parcel, subject only to adopted objective standards. While the law allows cities to exempt SB 9 in historic preservation districts, that exception is very narrow. As part of the implementation of SB 9, the California Attorney General notified Santa Monica that its historic preservation ordinances violated SB 9. The impact of these laws on the proposed ordinance required significant analysis, and contributed to a delay in the item returning to the City Council. SB 9 will continue to apply within the HPO Zone.

DISCUSSION

The purpose of the proposed ordinance is to ensure enhanced design review is applied to projects that will impact historic buildings and structures. The ordinance accomplishes this goal by creating a historic preservation overlay ("HPO") zone. An overlay is a type of supplemental zoning designation that establishes regulations in addition to those contained in the underlying zoning for the property. For example, Pinole currently has a high density residential overlay that requires property within the overlay to be developed at a minimum density of 21 units/acre, even when the underlying zoning district allows less density.

A historic preservation overlay zone requires development on properties within the zone, including alterations to existing structures, to comply with the Design Guidelines. The inclusion of a property within a historic preservation overlay is different than the designation of a property as a historic landmark. A property is generally designated as a historic landmark after a thorough review of its historic significance. In contrast, a property may be included in a historic preservation overlay because it is considered potentially historic, or is located in an area with other historic properties. A property specifically designated as a historic landmark would generally be subject to stricter requirements, such as the Secretary of Interiors' Standards for the Treatment of Historic Properties, than those established by the proposed ordinance.

The proposed ordinance would implement the following program to support historic preservation efforts:

1. Properties are designated for inclusion within the HPO Zone by the City Council.
2. Special design guidelines are applied to projects in the HPO Zone through the otherwise applicable Administrative Design Review or Comprehensive Design review process.

When the City Council considered the Ordinance in 2021, the Ordinance only required projects within the HPO Zone to comply with the Design Guidelines if the Zoning Administrator determined the proposed project would impact a cultural resource (as defined), either on or near the property. After feedback from the Council and Committee, this requirement has been eliminated for two reasons. First, there was concern about the Zoning Administrator, rather than the Planning Commission, making this determination. Second, and more significantly, this created too much uncertainty and delay for applicants, since applicants might have to design projects without having a definitive answer as to whether the Design Guidelines applied. It was decided that it would clearer and more uniform to require all project in the HPO Zone to comply with the Design Guidelines, and allow projects to request a waiver if compliance would create a hardship.

The initial HPO Zone would apply to the area commonly known as Old Town Pinole, a map of which is included as Attachment B. The Map has been revised since it was first presented to the City Council. Specifically, the properties located on the northeast side of Calais Drive have been added to the HPO Zone since it was mistakenly omitted previously. In addition, the Ordinance has been revised to eliminate language regarding possible incentive programs. The City Council has the authority to create such programs at any time, and the Committee felt identifying them in the Ordinance created the impression that such incentives currently existed.

The draft ordinance also establishes a process to add new properties to the HPO Zone in the future, upon a recommendation by the Planning Commission and approval by the City Council. Importantly, a property does not have to be contiguous to the existing HPO Zone to be added to the HPO Zone.

The City Council adopted Design Guidelines in 1997. It is unclear whether these guidelines were ever implemented, but at the very least they have not be utilized regularly for at least the last ten years. The proposed ordinance will promote the application of these special design guidelines moving forward. Any project in the HPO, including to existing structures, will be required to comply with the design guidelines to the extent applicable.

The guidelines themselves contain a mix of mandatory requirements and recommendations. The design guidelines are intended to ensure special attention and consideration to the historic character and uniqueness of Old Town, rather than strict compliance with specific detailed requirements. The Design Guidelines

supplement existing regulations in the Zoning Code (Title 17 of the Pinole Municipal Code), the General Plan, and any Specific Plan adopted by the City (such as the Three Corridors Specific Plan). The General Plan and Specific Plan are the supreme documents controlling development within Pinole, followed by the Zoning Code, and then finally any applicable design guidelines. To the extent there is an inconsistency between these design guidelines and the Zoning Code, the General Plan, or any Specific Plan adopted by the City, then the Zoning Code, the General Plan, and any Specific Plan shall control. However, every effort should be made to apply all applicable standards where possible.

It is important to note that application of the Design Guidelines may still be limited in some situations. Specifically, the City will be unable to enforce the subjective requirements contained in the guidelines, of which there are many, for SB 9 projects and many other new residential projects. However, staff can still encourage compliance with the Guidelines in those instances, as well as enforce compliance with any objective standards. In addition, it is possible for the decision-maker to determine that a project complies with the Design Guidelines overall, while not meeting every individual specific requirement.

The Design Guidelines are attached as Attachment C. The Guidelines show the changes recommended by the Committee in redline. Most of the changes were to ensure consistency between the Guidelines and the Three Corridors Specific Plan. A resolution to adopt the Design Guidelines will be presented to the City Council concurrently with the second reading of the proposed ordinance (if that occurs). If the City Council, members of the Committee, or the Public have any additional feedback on the Guidelines, that can be incorporated prior to the next Council meeting. If adopted, the Ordinance will go into effect 30 days after adoption. The Design Guidelines can be adopted at any point prior to the effective date of the Ordinance.

FISCAL IMPACT

There is no direct fiscal impact from the adoption of the ordinance creating the historic preservation overlay or the resolution readopting the Design Guidelines. Staff time will be required to implement the ordinance and resolution, but those costs will be largely recovered through development applications fees.

ATTACHMENTS

A. Ordinance
   Exhibit A- Adding Chapter 17.28, Historic Preservation Overlay, to the Municipal Code
B. Map of Old Town Pinole
C. Historic Preservation Overlay Design Guidelines

ATTACHMENT A

ORDINANCE NO. 2022-__

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PINOLE ADDING CHAPTER 17.28, HISTORIC PRESERVATION OVERLAY, TO THE MUNICIPAL CODE

WHEREAS, historic buildings and structures are those which are reminders of past eras, events and persons important in local, state or national history, or which provide significant examples of architectural styles of the past, or are unique; and

WHEREAS, historic buildings and structures are irreplaceable assets to the City and its neighborhoods, and an important element of Pinole's identity; and

WHEREAS, the General Plan includes goals of maintaining Pinole's unique qualities and sense of place to preserve the established historic and small-town character of the city, as well as promoting a greater awareness of and sensitivity toward Pinole's historical heritage; and

WHEREAS, in order to implement these goals, the General Plan calls on the City to establish review procedures for development projects that recognize the history of the area in conjunction with state and federal laws and consider adoption of a historic preservation ordinance; and

WHEREAS, the purpose of design review is to promote 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; and

WHEREAS, every development project in the City is required to go through design review; and

WHEREAS, the proposed ordinance would create a Historic Preservation Overlay Zone (the "HPO Zone") within the City; and

WHEREAS, the proposed ordinance would requires properties included in the HPO Zone to go through additional historic review before development projects could occur on the property, including alterations to existing structures; and

WHEREAS, if a proposed project within the HPO Zone would impact a cultural resource, the project would be required to comply with the Old Town Design Guidelines; and

WHEREAS, inclusion within the Historic Preservation Overlay would not change the types of uses allowed on the property; and

WHEREAS, properties within the area commonly known as Old Town Pinole would be included within the HPO Zone; and

WHEREAS, the Planning Commission held a duly noticed public hearing to consider the proposed amendments to the Zoning Code on February 22, 2021, at which time all interested persons had the opportunity to be heard; and

WHEREAS, after close of the public hearing, the Planning Commission recommended that the City Council adopt the proposed amendments to the Zoning Code with specified changes; and

WHEREAS, the City Council held a duly noticed public hearing to consider the proposed amendments to the Zoning Code on May 4, 2021, at which time all interested persons had the opportunity to be heard; and

WHEREAS, after the close of the public hearing, the City Council directed that the Old Town Design Guidelines be further reviewed by a committee comprised of 3 Planning Commissioners and 2 City Councilmembers; and

WHEREAS, the Committee meet on three occasions to consider the Old Town Design Guidelines and recommended certain changes to the Guidelines and the proposed Ordinance; and

WHEREAS, the Old Town Design Guidelines, as modified, will be adopted by the City Council by separate resolution; and

WHEREAS, soon after the Committee completed its meetings, the California Legislature adopted various new housing laws, including SB 9, that potential impacted the proposed Ordinance and required further analysis; and

WHEREAS, the City Council held a second duly noticed public hearing to consider the proposed amendments to the Zoning Code on October 18, 2022, at which time all interested persons had the opportunity to be heard; and

WHEREAS, the City Council finds that the proposed amendments to the Zoning Code are consistent with and support the Pinole General Plan by helping to preserve historic structures, enhance Pinole's unique qualities and sense of place, and promote a greater sensitivity toward Pinole's historical heritage.

WHEREAS, the City Council desires to adopt the proposed changes to the Zoning Code.

NOW, THEREFORE, the City Council of the City of Pinole does ordain as follows:

Section 1. Recitals.

The above recitals are true and correct and made a part of this Ordinance.

Section 2. Municipal Code Amendment – Chapter 17.28.

Chapter 17.28, Historic Preservation Overlay (HPO) District, is hereby added to the Municipal Code to read as set forth in Exhibit A, attached hereto and incorporated herein by reference.

Section 3. Historic Preservation Overlay.

The Historic Preservation Overlay (HPO) Zone authorized by Municipal Code Section 17.28.030 is hereby established as show in the map attached hereto as Exhibit B and incorporated herein by reference.

Section 4. Severability.

If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the remainder of this Ordinance, including the application of such part or provision to other persons or circumstances shall not be affected thereby and shall continue in full force and effect. To this end, provisions of this Ordinance are severable. The City Council of the City of Pinole hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases be held unconstitutional, invalid, or unenforceable.

Section 6. California Environmental Quality Act ("CEQA").

The proposed amendments are exempt from CEQA based on the rule set forth in CEQA Guidelines Section 15061(b)(3) that CEQA applies only to projects which have the potential for causing a significant effect on the environment. As a series of text amendments and additions, it can be seen with certainty that there is no possibility that the proposed amendments to the Zoning Code will have a significant effect on the environment.

Section 7. Effective Date.

In accordance with California Government Code Section 36937, this Ordinance shall take effect and be in force on the thirty-first day after adoption.

Section 8. Publication.

Within fifteen (15) days after the passage of this Ordinance the City Clerk shall cause this Ordinance or a summary thereof to be published or to be posted in at least three

public places in the City of Pinole in accordance with the requirements of California Government Code Section 36933.

PASSED AND ADOPTED on this18th day of October, 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Vincent Salimi, Mayor

ATTEST:

_____
Heather Bell, CMC
City Clerk

APPROVED AS TO FORM:

_____
Eric S. Casher, City Attorney

EXHIBIT A

Chapter 17.28 Historic Preservation Overlay (HPO) District

17.28.010 Purpose.
17.28.020 Cultural Resources Definition
17.28.030 Historic Preservation Overlay (HPO) Designation
17.28.040 Designation Process
17.28.050 Determination of Existence of a Cultural Resource
17.28.060 Special Guidelines for Design Review
17.28.070 Demolition
17.28.080 Hardship Exemption
17.28.090 Applicability
17.28.100 Public Hearings
17.28.110 Incentives

17.28.010 Purpose.

The general purpose of the Historic Preservation Overlay (HPO) District is to promote the preservation and rehabilitation of historic buildings in Pinole. Historic buildings are those which are reminders of past eras, events and persons important in local, state or national history, or which provide significant examples of architectural styles of the past, or are unique and irreplaceable assets to the City and its neighborhoods.

17.28.020 Cultural Resources Definition

As used in this chapter, “Cultural Resource” means any site, place, building, structure, sign, work of art, natural feature or other object with historical, archaeological, cultural, architectural, community, aesthetic or artistic heritage significance to the citizens of the City, the State of California, or the nation for one of the following reasons:

A. It embodies distinctive characteristics of style, type, period or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship, or

B. It contributes to the significance of a historic area being a geographically definable area possessing a concentration of historic or scenic properties or thematically related grouping of properties or properties which contribute to each other and are unified aesthetically by plan or physical development, or

C. It embodies elements of architectural design, detail materials or craftsmanship that represents a significant structural or architectural achievement or innovation; or

D. It is identified with persons or events significant in local, state, or national history.

17.28.030 Historic Preservation Overlay (HPO) Designation

A. There is hereby created a Historic Preservation Overlay, which shall be used to designate on the City's Zoning Map properties that are possibly worthy of preservation because of the cultural resource(s) located on the property.

B. Permitted and conditional uses, allowable density and development standards for properties designated with the Historic Preservation overlay shall the same as is required for the underlying zone district, except as otherwise provided for in this Chapter.

17.28.040 Designation Process

A. The Zoning Administrator, Planning Commission, or City Council may initiate proceedings to add the HPO zone designation to a property. After the process is initiated, the Zoning Administrator shall prepare information regarding the cultural resource(s) located on the property, as appropriate, and present such information to the Planning Commission for consideration.

B. The Planning Commission may recommend to the City Council, after public hearing, the inclusion of properties within the HPO zone.

C. The City Council shall consider the recommendation of the Planning Commission and may, after a public hearing, designate by ordinance properties to be included within the HPO Zone.

D. A property shall only be included within the HPO zone if the approval findings required by Section 17.12.190 for Zoning Code Amendments are made.

17.28.050 Special Guidelines for Design Review

A. Any proposed project within the HPO Zone shall comply with the Old Town Design Guidelines, as adopted and amended by the City Council from time to time.

B. Administrative Design Review or Comprehensive Design Review shall not be approved for any project that does not comply with the Old Town Design Guidelines, if the project is subject to such guidelines.

C. If there is a conflict between the requirements of the Old Town Design Guidelines and a an applicable requirement of this Title 17, the General Plan, or any Specific Plan of the City, the requirement of Title 17, the General Plan, or any Specific Plan shall control.

17.28.060 Demolition

No structure on a property located within the HPO Zone shall be demolished unless the Zoning Administrator first determines in writing that either:

A. The structures is not a Cultural Resource pursuant to Section 17.28.50; or

B. The structure cannot be feasibly remodeled or rehabilitated in a manner which would allow a reasonable use of or return from the property to the property owner.

The Zoning Administrator's decision may be appealed pursuant to Section 17.10.070.

17.28.070 Hardship Exemption

If the applicant presents facts clearly demonstrating to the satisfaction of the reviewing authority that compliance with the Old Town Design Guidelines will work immediate and substantial hardship because of conditions peculiar to the particular structure or other feature involved, the reviewing authority may approve the application even though it does not meet the standards set forth in this Chapter. Nothing herein shall excuse compliance with any other applicable requirement of this Code.

17.28.080 Applicability

None of the provisions of this chapter shall prevent any measures of construction, alteration or demolition necessary to correct the unsafe or dangerous condition of any structure, other feature, or part thereof, where such condition has been declared unsafe or dangerous by the Building Official or the Fire Marshal, and where the proposed measures have been declared necessary, by such official to correct the condition; provided, however, that only such work as is necessary to correct the unsafe or dangerous condition may be performed pursuant to this section.

17.28.090 Public Hearings

Notice of the public hearings required by this chapter shall be given in the same manner as required by 17.10.050.

5206483.1

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ATTACHMENT B

ATTACHMENT C

City of Pinole

Historic Preservation Overlay Design Guidelines

Adopted February 4, 1997 by Resolution No 107-77

Modified _____, 2022 by Resolution _____

**The proposed modifications to the Historic Preservation Overlay Design Guidelines are shown in redline for convenience. When presented to the City Council for final adoption, these changes will be fully incorporated into the Guidelines.. The original Guidelines included informational graphics. Those graphics (or updated graphics) will be added to the guidelines as appropriate in the version considered by the Council for final adoption.*

Section 1: Introduction

In December of 1995 the City Council appointed a fifteen member Old Town Design Guidelines Review Committee. The committee's broad charge was to draft a set of design guidelines that would help enhance the positive qualities of Pinole's commercial downtown and protect the livability of its residential neighbor- hoods. The committee members were chosen for their varied perspectives and the knowledge and skill they would bring to this process.

~~These design guidelines were drafted to assist those people engaged in the design, construction, review and approval of development projects in the City of Pinole. They are intended as a reference point from which all persons involved in the development process can gain a common understanding of the minimum design expectations in the City of Pinole. Architects, designers and developers are urged to become familiar with these design guidelines and to apply them to the design of projects from the very beginning. Architects, designers and developers are also urged to recognize that these design guidelines are minimums.~~

In 2021, the City Council initiated a process of reviewing the Historic Preservation Overlay Design Guidelines (previously titled the Old Town Design Guidelines) to ensure their continued usefulness in maintaining Pinole's unique qualities and sense of place to preserve the established historic and small-town character of the City. In particular, attention was paid to ensuring the Guidelines were consistent with the Three Corridors Specific Plan.

These design guidelines identify techniques and minimum standards for achieving the level of design quality the citizens of Pinole have come to expect in commercial and residential development within Pinole~~Old Town~~.

These Guidelines supplement existing regulations in the Zoning Code (Title 17 of the Pinole Municipal Code), the General Plan, and any Specific Plan adopted by the City. The General Plan and Specific Plan are the supreme documents controlling development within Pinole, followed by the Zoning Code, and then finally any applicable design guidelines. To the extent there is an inconsistency between these design guidelines and the Zoning Code, the General Plan, or any Specific Plan adopted by the City, then the Zoning Code, the General Plan, and any Specific Plan shall control. However, every effort should be made to apply all applicable standards where possible.~~They are offered as one way of achieving attractive and functional projects which compare favorably with the established community character. No claim can be made, however, that these design guidelines encompass every possible technique for achieving a high level of design quality. Architects, designers and developers are therefore, encouraged to use their own creativity and experience to improve upon the means for achieving individual objectives.~~

1.1 ~~The Boundaries~~Application

These Historic Preservation Overlay Design Guidelines shall apply within the Historic Preservation Overlay Zone. The City Council shall have the authority to add or remove properties from the Historic Preservation Overlay Zone.

~~The area affected by these design guidelines is called the Old Town Design Guidelines Overlay District. The area's boundaries extend north from Interstate 80 along Pinole Valley Road and Tennent Avenue to San Pablo Bay and west from the Hercules/Pinole border along San Pablo Avenue to Second Avenue. Refer to Map 1.~~

~~The Old Town Design Guidelines Overlay District contains Pinole's greatest concentration of historic commercial and residential buildings, especially along San Pablo Avenue which forms the spine of this area These buildings serve as a link to Pinole's cultural heritage and establish a model for design ideas. In some cases certain downtown buildings are connected with notable people and events. Others help establish a street scene that conveys a sense of place and time.~~

~~They also provide a richness of character, texture and human scale that is one of Pinole's greatest assets. The Old Town Design Guidelines Overlay District was proposed in recognition that development within this area should be managed in a way that protects Pinole's heritage and enhances its economic viability.~~

1.2 Goals

These design guidelines establish a special commitment to maintaining and enhancing the visual character of the area located within the boundaries of the Historic Preservation Overlay Zone~~Old Town. Design Guidelines Overlay District~~. As discussed above, these design guidelines are intended to put in place an explanation of the expected design standards when commercial and/or residential development is planned within the boundaries of the Historic Preservation Overlay Zone~~Old Town Design Guidelines Overlay District~~. The general goals of these design guidelines are to:

- Preserve the integrity of the historic architectural features of individual commercial and residential buildings located within the Historic Preservation Overlay Zone~~Old Town Design Guidelines Overlay District~~
- Minimize alterations and new construction that weaken the historic integrity of individual commercial and residential buildings and of the Historic Preservation Overlay ~~Old Town Design Guidelines Overlay District~~.
- Encourage new commercial and residential development that respects and enhances the visual characteristics of the Historic Preservation Overlay~~Old Town Design Guidelines Overlay District~~.
- Instill a sense of "pride of place" built upon Pinole's unique history and character.
- Create an attractive environment which is active throughout the day and evening.
- Maintain a consistently high level of design quality.

These design guidelines address issues of compatibility, project function and aesthetics. They also help to ensure that any new commercial development will preserve and improve the positive character of existing neighborhoods and that any negative impacts on nearby residences are minimized or avoided. Finally, these design guidelines will encourage the provision of efficient vehicular movement and pedestrian circulation.

1.3 Organization

Design guidelines for new commercial and residential construction and for the renovation of existing commercial and residential buildings comprise the bulk of this document. A special section which discusses a regionally serving commercial area~~, located within the Old Town Design Guidelines Overlay District boundaries, is also included~~. This special section is quite different

from the commercial section which deals primarily with the commercial buildings located along San Pablo Avenue.

Special sensitivity to scale and use are required when developing along Pinole Creek. Several concepts to be used are described within the commercial, residential and regional sections. The Historic Preservation Overlay~~Old Town Design Guidelines~~ also include regulations for sign design. Sensitive design of signage will improve the visual quality and functioning of the downtown area.

Section 2: The Setting

The City of Pinole is located in West Contra Costa County, adjacent to the San Pablo Bay. Interstate 80, which traverses the City, connects the San Francisco/Oakland metropolitan area with Sacramento and points east. Pinole is linked to Central Contra Costa County and the cities of Martinez, Concord and Pleasant Hill by State Route 4, which begins just north of the City and connects with Interstate 680.

Surrounding communities include the unincorporated areas of MonTaraBay, Rancho Road and El Sobrante, and the cities of Richmond and Hercules. The planning jurisdictions in the West County Planning Area, as defined in the Contra Costa County General Plan, are comprised of the cities of Pinole, El Cerrito, Richmond, Hercules, San Pablo and Contra Costa County.

2.1 History of Pinole

Native American settlement of the West Contra Costa shoreline began at least 5,090 years ago. The Pinole region was home to the Huchiun Indians, whose territory extended from Berkeley to somewhere between Rodeo and Crockett. The recorded history of Pinole dates back to the early 1700s when a Spanish commandant, Don Pedro Fages, led an exploration through Contra Costa County. With a small band of soldiers and a Native American guide, Don Pedro Fages left Monterey and traveled northward until he reached the area known today as Pinole.

In 1823 Don Ignacio Martinez, commandant of the Presidio of San Francisco, received a land grant from the Mexican government. This land grant comprised over I7,000 acres and was known as "EI Pinole."

During the 1850s Bernardo Fernandez started a trading facility on the shores of San Pablo Bay and eventually built the historic Fernandez Mansion which still stands today at the end of Tennent Avenue. From these early beginnings a small but thriving community grew into the city we now know as Pinole.

One of the earliest Anglo-American settlers in Contra Costa County was Dr. Samuell Tennent who married Rafaela Martinez, the daughter of lgnacio Martinez. In 1851 the Tennents built their home one half mile from the Tennent Avenue Creek bridge on Valley Road. Dr. Tennent and his wife Rafaela owned much of the vacant land in Pinole.

The advance of the Southern Pacific Railroad allowed the California Powder Works Company to move to what became Hercules, Pinole's neighbor to the north. The company built both the plant and its houses and became the largest producer of dynamite in the world by the turn of the century. The town of Pinole became a service center for the plant and the success of the plant directly impacted the development of Pinole.

Edward M. Downer came to Pinole in 1889 and went to work as a dispatcher and station agent for the Southern Pacific train depot, located at the end of Tennent Avenue. He became one of the most influential and prominent business figures in Pinole and its surrounding areas including Rodeo, Crockett, Port Costa, Richmond, El Cerrito and Albany. His great success was due to a chain of banking houses which he established in these cities and to his civic efforts and successes. A house built by the Downer family stands today along San Pablo Avenue, at the east end of Old Town.

The Old Town area of Pinole is unique. Despite rapid growth since the 1950s, Old Town has retained a great deal of its historic and architectural character. A large number of historic residences, primarily Queen Anne and ltalianate cottages, remain in good condition. Many of the

old commercial buildings are still in use today. While the intent of these Historic Preservation Overlay Design Guidelines is for them to apply in Old Town, they will apply throughout the Historic Preservation Overlay Zone.

2.2 Commercial Design Themes

The historic commercial buildings include two story masonry structures, false front type wood frame structures and stucco or plaster structures. Many of these structures were built in the early twentieth century with the shift of the commercial area away from the wharf to San Pablo Avenue, which was the major artery north from the East Bay. The buildings are located on San Pablo between Tennent Avenue and Valley Avenue. The best example of this early period is the Bank of Pinole Building located on San Pablo Avenue.

In addition to the historic commercial buildings, dis- cussed above, there are a number of more modern buildings that were built between 1960-1990. These buildings are either masonry, wood sided or stucco structures. Many of these buildings do not add to the historic quality and character exemplified by many of the older commercial buildings.

2.3 Residential Design Themes

The main historical residential design themes present in Pinole can be categorized as follows:

- Queen Anne Cottages (1880 - 1905)
- Hip Roof Cottages (1870 - 1910)
- Bungalows (1915 - 1930)
- Mid-Century Modern (1940-1960)

All of these homes were built for individuals who worked in Pinole or at the Hercules Powder Plant, the main industry from 1879 to the 1970s. Due to the stability of this main industry, Pinole's residential neighborhoods were not exposed to major changes created by land development or speculation. These homes are simple in character and gain their importance by their neighborhood groupings.

Remaining examples of the Queen Anne Cottage style of architecture in Pinole illustrate a unique evolution of the style from a rural farmhouse with earlier Italianate Cottage features (tall narrow windows and hip roof) to the more common Queen Anne Cottages of the1890s. The uniqueness of this collection is that they were all built at the same time and still illustrate the past and future of American housing fashions at that time.

The Hip Roof Cottages are less identified with a specific time period. The subtle stylistic details are the only features that establish the age of the buildings. The earliest examples are of the Italianate era, they have tall narrow windows and a small flat area at the roof peak. The major distinguishing feature is the porch design and detail features which vary according to what was available for decoration at the local lumberyard when they were built.

The Bungalow or Craftsman Bungalow was the predominant housing style between 1915 and 1930. In Pinole these houses are dispersed throughout Old Town as infill. Good unaltered examples of this housing style are located along Pinole Valley Road. Mid-Century generally built in the years following World War II, and the first large development in Pinole was comprised of such homes. Mid-century modern homes are located throughout the City.

Section 3: Process

~~The design guidelines which follow are to be used as an advisory tool. All projects must be submitted to the Design Review Board for review and approval. Compliance with these guidelines is strongly encouraged.~~ All projects, including renovations of existing structures, within the Historic Preservation Overlay Zone are required to comply with these Guidelines, as specified in the Pinole Municipal Code. It is possible for the decision-maker to determine that a project complies with the Historic Preservation Overlay Design Guidelines overall, while not meeting every individual specific guidelines. However, a project that fails to comply with many of the items in these Guidelines, or any mandatory requirements, will not be deemed to comply with these Guidelines. The design guidelines are intended to further a dialogue between architects, designers, developers and community representatives about the appropriateness of specific design proposals.

The design guidelines indicate the design elements that should be present in an architecturally compatible Old Town building and focus attention on those design and land use elements that encourage a comfortable pedestrian environment The design guidelines cannot be used as a checklist, but require interpretation based on the building site and the existing architecture. Application of these Guidelines shall incorporate strategies for crime prevention and safety through design.

These guidelines will be applied through the design review process established by the Municipal Code. If there is any inconsistency between these Guidelines any applicable requirements of Title 17 of the Pinole Municipal Code, the General Plan, or any Specific Plan adopted by the City, Title 17, the General Plan, and any Specific Plan shall control. However, every effort should be made to apply all applicable standards where possible. ~~The Design Review Board will meet to review project proposals against the adopted design guidelines. A written record of the review and recommendation will be forwarded to the Planning Commission. For projects requiring staff review, a written record will be kept on file in the Community Development Department. Built into the proposed process is an annual evaluation, by the Planning Commission, to gauge the effectiveness of the process and the adequacy of the guidelines.~~

3.1 Language

Guidelines which employ the word "should" or "must" are mandatory~~intended to be applied as stated~~. Guidelines using the word "encouraged" are desirable but not mandatory. Guidelines using the word "discouraged" should be strictly adhered to. ~~Guidelines using the word "must" are based on an existing regulation that must be followed.~~

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Section 4:
Commercial Guidelines
New Construction

Commercial development, within the boundaries of the Historic Preservation Overlay Zone~~Old Town Design Guidelines Overlay District~~, should be especially sensitive to issues of compatibility. Indeed, the economic success of Old Town businesses is in many ways dependent on maintaining the architectural character and quality that sets the downtown apart from other shopping areas in Pinole. For this reason, architectural design guidelines for new buildings are proposed in this section.

4.1 The Setting

The existing buildings and landscape of Old Town are the frame of reference for new development. To the extent that the scale and texture of new buildings blends with what is already there, the city is continuously woven together. Conversely, the blatant disregard of the existing pattern disrupts the essential character of the city.

A. Surrounding Area Character

- **All new structures and uses should be compatible with the character of the existing neighborhood.**

1. New development should complement the architectural styles, building forms and landscape patterns of neighboring development.
2. New development should incorporate representative characteristics of the surrounding area, when the area exhibits a positive and distinctive architectural style and/or established functional pattern.
3. New development should respect· existing structures, in the immediate area, through the use of similar materials and proportions and the avoidance of overwhelming scale and visual obstruction, Refer to Figure 1.

B. Site Character

- **Site amenities should be preserved and should become part of a new project.**

1. Natural amenities such as views, mature trees, creeks and similar features, unique to a site, should be preserved and incorporated into development proposals.
2. Structures which are historic, or are otherwise distinctive, should be preserved and incorporated into development proposals.
3. Buildings should not back onto natural amenities. High activity areas, such as restaurant dining areas or major pedestrian routes, should be oriented to create a connection between the amenity and the project. Refer to Figure 2.

C. Interfaces

- **Structures and activities should be located and de- signed to avoid creating nuisances and hazards for adjoining properties.**

1. Noise, traffic, odor generating activities and hazardous activities should be located adjacent to similar activities on adjacent properties, whenever possible. The location of these activities next to residential or other sensitive uses should be avoided.
2. Loading areas, access and circulation driveways, trash areas, storage areas and rooftop equipment should be located as far as possible from residential or other sensitive uses. These uses should never be located next to residential properties without fully mitigating their negative effects.
3. Residential and non-residential uses, except when located in the same structure, should be segregated in order to maintain a livable residential environment through the use of masonry walls, landscaping, berms, building orientation and activity limitations.
4. When residential and non-residential uses can mutually profit from a connection rather than a separation, applicable connective elements such as walkways, common landscaped areas, building orientation and unfenced property lines should be used and are strongly encouraged. Refer to Figure 3.

4.2 Structures

The design and placement of a new building should respond to the general characteristics of its surrounding area, to the architectural standards of the larger community and to the opportunities and limitations of its site.

A. Height and Mass

❖ **Height transitions between existing and new buildings should be gradual. Refer to Figure 4. The height and mass of new projects should not create abrupt changes from those of existing buildings. Refer to Figure 5.**

1. Minimum building height should not be less than seventy five percent of the highest adjacent building.
2. Maximum building height should be three~~two~~ stories and forty~~thirty five~~ feet north of Henry Street. South of Henry the maximum building height shall be four stories or fifty feet. Minor projects for mechanical equipment, antennas, or similar structures are allowed.
3. Clock towers, cupolas, towers, and similar structures may exceed the height limit as listed below:

   - Up to 20 feet, if located at a street intersection.

   - Up to 12 feet, it located midblock. These features shall not exceed a width of 25 feet or one-third of the length of the building façade, whichever is less

   ~~3. A maximum building height of three stories and forty feet may be remitted if the third story volume is enclosed by a pitched roof, if the third story is set back a minimum of ten feet from all street fronting elevations or if the third story serves as a transition between adjacent structures of similar height. Note: A variance may need to be obtained to allow a building to be more than two stories or thirty five feet in height.~~

B. Building Orientation

❖ **Buildings should be oriented parallel to streets and, with some exceptions, should be placed as close to the street as established setbacks permit. Refer to Figure 6**

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1. Buildings should be generally placed at their front setback lines in order to define and enliven the streets. The front wall of a building may be set back a maximum of five feet from the front property line if seventy five percent of the front wall of the building is parallel to the property line. Exceptions may occur when features of an architecturally significant building are obscured by abuilding placed directly on its front property line.
2. Side setbacks are discouraged, unless abutting residential property, in which case the minimum setback shall be fifteen feet. If a building is setback from a side property line the minimum setback from the adjoining structure should be six feet, to allow for pedestrian access.
3. Corner buildings should have a strong tie to the setback lines of each street. The primary mass of a building should not be placed at an angle to the corner. This does not preclude angled or sculpted building corners. Corner entrances may be cut back up to six feet to create a diagonal at the ground level and/or upper levels.
4. Blank walls or loading areas~~, should~~ shall not face public streets. Blank walls without windows and doors are only permitted on the interior side of a building, when such walls are blocked from view from a public place. Blank walls visible from a public place may be allowed if the wall is treated architecturally or with a wall graphic. Refer to Figure 7.

C. Building Form and Scale

❖ **The elements of a building should relate logically to each other, as well as to surrounding buildings, to enhance the given or potential characteristics of a particular building and area.**

1. New buildings should reflect the characteristic rhythm of surrounding building facades.
2. New buildings are encouraged to ~~should~~ contain three parts: a base, a mid-section and a top. On ~~low-rise~~ buildings three stories or less, the different parts may be expressed through detailing at the building base and eave or cornice line. Refer to Figure 8. On ~~taller~~ buildings four stories or taller, different treatment of the first, middle and top stories is encourage~~should be used~~ to define the three parts. Refer to Figure 9.
3. When new buildings are built immediately adjacent to or between existing buildings the design of the new building should respond to the existing buildings, through the use of architecture that provides transitional treatment between old and new. Such treatments may include matching cornice lines, a continuing colonnade and using similar materials and/or similar building proportions.
4. The scale of a new building should be compatible with, but not necessarily the same as, adjacent buildings. Special care, however, should be taken to achieve compatibility next to small scale buildings; techniques should include limiting size, building articulation and shadow patterns.

D. Complexity/Unity

❖ **A building should be stylistically consistent. Architectural style, materials, colors and form should all work together to express a single theme.**

1. Each building should be stylistically consistent.

2. The exterior building design, including roof style, color, materials, architectural form and detailing, should be consistent on all elevations of a building.
3. Monotony of building design should be avoided; on the other hand too busy of a design should also be avoided. Variation in wall plane, roofline, detailing, materials and siting may be used to prevent a monotonous appearance in buildings. Roof and wall plane variations, including building projections, bay windows and balconies, are encouraged to reduce scale and bulk.
4. Accessory structures should be architecturally consistent with the primary structures on a site.

E. Roofs

❖ **Roofs should be an integral part of the building design and overall form of the structure. Roofs should respond to the general design and nature of other roofs along the street. Refer to Figure 10.**

1. The rooflines of buildings on adjacent properties should be considered when designing a new building so that clashes in style and materials are avoided.
2. Special attention should be given to the finish of parapets when buildings have flat roofs. Parapets should be finished with cornices, other horizontal decoration and/or clean edges with no visible flashing, depending on the architectural style of the building
3. Roof forms and materials should be stylistically consistent with the overall design theme of the building.
4. Roofs and rooflines should provide visual interest and should complement the overall facade composition.
5. Decorative roof elements should continue all the way around the building. Roof elements may be combined with wall or other roof elements which will work together on all sides of the building.

F. Materials and Colors

❖ **The choice and use of building materials and colors should be balanced and should enhance the substance and character of the building. Refer to Figure 11.**

1. Building materials that are similar in texture to those established in the District should be used.
2. Materials and colors should be varied to provide architectural interest. The number of materials and colors should not exceed what is required for contrast and accent of architectural features and should be generally limited.
3. The exterior materials and architectural details of a building should relate to each other in ways that are traditional and/or logical. For example, heavy materials should appear to support lighter ones.
4. Appropriate building materials include:
    - Stone and Stone Veneers
    - Stucco and Plaster

- Brick
- Horizontal Wood Siding
- Split-Face Concrete
- Block Wood Shingles
- Ceramic Tile

5. Inappropriate building materials include:
    - Vertical Wood Siding
    - Aluminum
    - Reflective Glass/Sheathing Glass
    - Simulated Finishes
    - Plywood Siding
6. Trim colors should contrast with building colors.
7. The color palette chosen should be compatible with the colors of adjacent structures.
8. Large areas of intense white color should be avoided.
9. Bright colors should be used sparingly. Fluorescent paints and garish colors are discouraged.
10. The number of colors appearing on a structure's exterior should be minimized. Small structures should use no more than three colors.

4.3 Facade Composition

The basic commercial facade should consist of three parts: the storefront, with an entrance and display windows; the upper facade, with regularly spaced windows; and the cornice, which caps the building.

A. Building Entrances/Facades

❖ **Building entrances should be clearly defined and accessible.**

1. Building entrances should be prominent and easy to identify.
2. Second floor entrances should be placed at the rear or side of the building, except that it is encouraged that an entrance to a residential unit contained in a commercial structure be visible from the street. Second floor entrances should be easily identifiable and distinguishable from first floor entrances.
3. Buildings designed to include prominent corner entrances are encouraged.
4. Side and rear building facades should have a level of trim and finish compatible with the front facade, especially if they are visible from streets, adjacent parking areas, public spaces, pedestrian spaces or residential buildings.

B. Storefronts

- **Buildings with inappropriately designed storefronts can clash with each other, visually damaging the overall character of the entire District. Proper design of the storefront is a high priority concern. Refer to Figures 12 and 13.**

1. Storefronts should have their own base, roofline and pattern of door openings.
2. A panel of tile or other special material is encouraged below display windows.
3. The storefront should be composed almost entirely of glass, creating visual openness, balanced by more wall and less glass on the upper facade.
4. Recessed entries are encouraged as another traditional element of the storefront
5. Doors should be substantial and well-detailed. They should be compatible with the building materials and with the design and character of the windows.
6. Visual elements should be provided at the second floor to differentiate the storefront from upper levels of the building.

C. Awnings

- **The use of awnings is an important design element of the traditional storefront. They can be used to add complexity and shade storefront glass. Awnings should be mounted over a metal structure that is framed.**

1. Awnings obscuring the architectural features of buildings are discouraged. Awnings should reinforce the design of the storefront. Refer to Figure 14.
2. Awnings should be in scale with the building.
3. Awnings should be placed a minimum of seven and one half feet above the sidewalk and project no more than seven feet from the building wall.
4. Awnings should be located above windows and doors, but below the storefront cornice or sign.

D. Windows

- **Window frames, transoms and first-floor display windows should align horizontally along the street creating a strong visual tie between buildings.**

1. The horizontal alignment of the first floor transom and display windows should be maintained. Refer to Fig. 15.
2. The pattern created by upper-story windows should be maintained.
3. The clear distinction between the first floor and upper floors should be maintained. The first floor should have large areas of glass and upper floors should emphasize solid walls.
4. Clear glazing is strongly encouraged. Reflective glazing is strongly discouraged. If tinted glazing is used, the tint should be kept as light as possible.
5. Muntins or mullions are encouraged whenever their use would be architecturally compatible with the overall design of the building. "Snap-in" muntins or mullions are discouraged.

E. Lighting

❖ **Lighting should be used to create a sense of security and safety for on-site areas.**

1. Lighting should be adequate but not overly bright All building entrances should be well lighted.
2. All lighting fixtures must be shielded to confine the light within the site boundaries.
3. The design of light fixtures and their structural supports should be architecturally compatible with the main structures on the street. Light fixtures should be integrated in the architectural design of the building.
4. All light fixtures should be designed and for pedestrian activities.

4.4 Landscaping

Planted areas are used to frame and soften buildings, to define site functions, to enhance the quality of the environment and to screen undesirable views.

A. General

❖ **Landscaping should work with the surrounding buildings to make a positive contribution to the aesthetics and function of the specific site and the area.**

1. All areas not covered by structures, service yards, walkways, driveways or parking spaces should be landscaped.
2. Landscaping should generally consist of native and drought resistant plants~~live plants~~. Gravel, colored rock, tan-bark and similar materials are acceptable as mulch but not as ground cover. Plazas and other areas subject to pedestrian traffic may be paved with decorative materials, such as brick or cobblestone, in conjunction with live plants.
3. Landscaping should be used to define specific areas, define the edges of various land uses, provide a transition between neighboring properties and provide screening for loading and equipment areas.
4. Unity of design should be achieved by repetition of certain plant varieties and other materials and by coordination with adjacent landscaping, where appropriate.
5. Existing mature trees and native trees, creeks and riparian corridors should be preserved and incorporated into landscape plans to the maximum extent possible.
6. Landscaping incorporated into a building design is encouraged. Trellises, arbors and cascading terrace landscaping should be considered.
7. The use of native and drought resistant plants, shrubs and trees is required ~~encouraged~~.

4.5 Parking and Circulation

A properly functioning parking lot is a benefit to property owners, their tenants and their customers. A parking lot needs to allow customers and deliveries to reach the site, circulate through the parking lot and exit the site easily and safely. Clear and easy to understand circulation should be designed into the project to allow motorists and pedestrians to move through the site without confusion.

A. General

❖ **Parking lots should be designed for convenient parking and safe circulation.**

1. Parking lots should be accessed from commercially developed streets.
2. Surface parking lots should be located to the rear or side of buildings. Refer to Figure 16.
3. Screen walls must not be located where they block the sight lines of drivers entering, leaving or driving through a site.
4. Shared parking between adjacent businesses and/or developments is highly encouraged, whenever practical.
5. Parking areas should be landscaped, receiving interior as well as perimeter treatment, and designed in a manner which links the parking area to the street sidewalk system.
6. All parking areas should be well lighted.
7. Parking lots shall include the minimum number of electric vehicle charging stations required by the California Building Code or otherwise applicable law, but are encouraged to install more than the minimum number of EV charging stations.

B. Parking Structures

❖ **Parking structures should be designed to minimize negative impacts on adjoining properties and on the streetscape.**

1. Parking structures should be no taller than the principal building(s) they serve and should be complementary in form and materials.
2. Vehicles should be screened so as not to be visible above the principal building(s).
3. Every attempt should be made to screen parking structures from view from adjoining properties.
4. Parking structures should be architecturally consistent with the project and/or surrounding area. Plain or blank wall surfaces should be avoided. Ramped floors should not be visible from the street.
5. Setbacks for parking structures should match the setbacks for other on-site buildings.
6. Light fixtures within parking structures should be designed so the light source is not visible from off-site locations.
7. Lighting on the top deck of a parking structure should be architecturally integrated with the building and should not be mounted on tall poles.
8. Parking structure walls, adjacent to residential properties, should not have any openings through which sound may be transmitted.

C. Pedestrians and Bicyclists

❖ **Safe and convenient facilities and means of access should be provided for pedestrians and bicyclists.**

1. Pedestrian pathways should be provided through parking areas. Refer to Figure 17.

2. Bike racks should be provided at all commercial centers and at other retail and office sites large enough to attract and accommodate bicyclists. If bike racks are located within or adjacent to a parking lot, the bike rack should be located as close to the entrance of the building as possible.
3. Provisions for access by disabled persons should be incorporated into the overall pedestrian circulation system. The overall project design must be in compliance with The American Disability Act and ~~Uniform~~California Building Code.
4. Direct pedestrian access should be provided from main thoroughfares and/or side streets to the building entrance.
5. Service access from side streets should be preserved and enhanced, wherever possible. Trash and loading areas should be centralized and screened from thoroughfares, side streets and properties to the rear.
6. Pedestrian corridors between buildings are encouraged where through block access is appropriate.
7. Signage indicating pedestrian routes should be provided.

Section 5:
Commercial Guidelines
Regional Development

This section addresses those design issues related directly to regional commercial development, located along Pinole Valley Road between Henry Avenue and Interstate 80. Regional commercial development has its own set of characteristics which have been acknowledged and treated separately in this section. These guidelines are intended to improve the overall design quality of and emphasize the distinguishing characteristics of regional commercial uses, that may locate within this portion of the Historic Preservation Overlay Zone~~Old Town Design Guidelines Overlay District~~. The commercial design guidelines set forth in Section 4 also apply to all regional commercial development. This section is intended to review issues, specific to regional commercial development, not discussed in Section 4.

5.1 Regional Development

The major design problem facing regional commercial development is the interface between a commercial center's service activities and adjacent residences. The following section provides several techniques for mitigating the negative effects imposed by regional commercial development on adjacent residential uses.

A. Building Setbacks

- **Refer to Figure 18.**

	~~Non-Residential Interface~~	~~Residential Interface~~
~~Street~~	~~25'~~	~~25~~
~~Interior~~	~~5'~~	~~1½': 1'~~

Front Setback: Minimum 0', Maximum 5"

Minimum Rear and Side Setbacks: 0', except that the minimum side setback is 15' when abutting existing residential.

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B. Site Orientation

1. All buildings on the same site should have a strong spatial and functional relationship to each other.
2. Multiple buildings in a single project should be varied in size and mass.
3. Portions of primary buildings and free standing buildings should be located at the street setback lines.
4. Parking should be provided within convenient walking distance to all commercial tenants.

C. Building Design

1. Building elements, such as large blank building walls or loading areas, which disrupt the continuity of shops and businesses should be avoided.

2. Where long buildings are unavoidable, their linearity should be mitigated by changes in the building height, wall plane and spatial volumes and by varied use of window areas, arcades, materials and roof elements.
3. Portions of buildings adjacent to and visible from residential properties should always be architecturally compatible with surrounding residential uses. Refer to Figure 19.

Section 6:
Residential Design Guidelines
New Construction

As discussed in Section 2, Pinole's historic residential design themes include: Queen Anne Cottages, Hip Roof Cottages and Bungalows. Although many of these buildings have retained some of their original character, others have been poorly remodeled or completely altered in appearance. The goal of this section is not to replicate Pinole's historic styles but to encourage new construction that acknowledges the architectural style of existing structures.

6.1 The Setting

The existing buildings and landscape of the city are the frame of reference for new development. To the extent that the scale and texture of new buildings blends with what is already there, the city is continuously woven together. Conversely, the blatant disregard of the existing pattern disrupts the essential character of the city.

A. Surrounding Area Character

- **All new structures and uses should be compatible with the character of the existing neighborhood.**

1. New development should complement the architectural styles, building forms and landscape patterns of neighboring development.
2. New development should incorporate representative characteristics of the surrounding area, when the area exhibits a positive and distinctive architectural style and/or established functional pattern. Refer to Figure 20.
3. New development should respect existing structures, in the immediate area, through the use of similar materials and proportions and the avoidance of overwhelming scale and visual obstruction.

B. Site Character

- **Site amenities should be preserved and should become part of a new project.**

1. Natural amenities such as views, mature trees, creeks and similar features, unique to a site, should be preserved and incorporated into development proposals.
2. Structures which are historic, or are otherwise distinctive, should be preserved and incorporated into development proposals.

6.2 Structures

The design and placement of a new building should respond to the general characteristics of its surrounding area, to the architectural standards of the larger community and to the opportunities and limitations of its site.

A. Height and Mass

- **The height and mass of a new residence should be compatible with the height and mass of the existing residences in the neighborhood and should respect the streetscape as a whole.**

1. Minimum building height should not be less than ten feet New residential construction should be compatible with adjacent structures in story height
2. Maximum building height should be three~~two~~ stories or forty~~thirty five~~ feet.

~~3. A maximum building height of three stories may be permitted, in single-family or multi-family buildings, if the third story volume is enclosed by a pitched roof. Refer to Figure 21. Double-pitched roofs of any kind and mansard or gambrel roofs are acceptable. Single-pitched "shed" roofs are not appropriate and will not qualify for an exception. Note: A variance may need to be obtained to allow a building to be more than two stories.~~

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B. Building Orientation

❖ **The siting of a new residence should be compatible with the siting of the residences along the street on which the new residence fronts.**

Front Setbacks

1. All buildings must be setback a minimum of twenty feet from their front property line.
2. A curbside planting strip four feet wide and a minimum of a four foot wide sidewalk should be provided as part of all new development. A public easement should be established along the area between the existing street right-of-way and the back edge of the sidewalk.
3. Open porches and stairs may extend a maximum of five feet into the front setback area.
4. Architectural elements that add interest may encroach up to five feet into the front setback area.
5. A variance may need to be obtained to allow a building to encroach into the front setback area.
6. The required depth of the setback abutting a street may be reduced to the average depth of such yard on the adjoining lots if the adjoining lots are developed with residential buildings or if the reduction does not conflict with an already recorded plan line. Refer to Figure 22. Note: A variance may need to be obtained to reduce the depth of the setback abutting a street.

Side Setbacks

7. Buildings must be setback a minimum of five feet from the property line on both sides. On the street side of a corner lot, side-yards must not be less than twenty percent of the lot width. Side yards on streets must not be less than ten feet and need not exceed twenty feet.

Rear Setbacks

8. Principal buildings or main structures must be setback a minimum often feet or twenty percent of the lot depth and need not exceed twenty feet. Refer to Figure 23.
9. Accessory buildings, including garages, but excluding second units, may have a setback of zero feet, provided that the setback from the rear of the principal building is a minimum of eight feet and has a seventy five foot front setback. Freestanding garages should be unobtrusive, preferably located at the rear of properties to minimize visual impact

~~10. Second units must not be less than eight feet from the principal building or main structure and setback not less than five feet~~

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C. Building Design

❖ **New residential construction should be compatible with the predominant architectural styles in the neighborhood.**

1. Architectural elements that add interest, such as courtyards, porches, balconies, trellises, bay windows and planter boxes are encouraged.
2. Entrances to buildings should be visible from the street. The entryway should be well defined and lead from the sidewalk to an entry door.
3. Each developed parcel should provide at least one side or rear yard space of at least five hundred square feet. The yard should be based on a rectangular con-figuration, with no dimension less than eighteen feet in length.
4. Long uninterrupted flat-faced exterior walls should be avoided on all structures. All exterior walls should have architectural relief to help create an interesting design. The use of different textures, relief and design accents on building walls can help improve architectural design.
5. All stairs should be ~~boxed and~~ framed by attractive stepped solid walls or balustrade railings in a manner that does not block sight-lines~~.~~. Open porches should have attractive solid or open railings and a roof that complements the pitch and materials of the building's main roof. Supporting structures for these elements should be enclosed by solid walls or skirting.
6. The roof form should complement building mass. Pitched roofs, dormer windows, chimneys and other traditional residential forms are encouraged to add variety and make roofs attractive.

D. Accessory Building Design

❖ **Accessory buildings should be compatible with the main residential structure. They should be secondary in importance to the primary structure.**

1. Accessory buildings, including garages and carports, should have architectural treatments derived from the main building: surface materials, trim, fenestration, roof, materials and color. Refer to Figure 24.
2. Single-car garage doors are encouraged, with windows, surface panels, trim and other forms of architectural detailing to reduce their impact and scale.

E. Materials and Colors

❖ **The building materials and colors should be similar to those already in use.**

1. Appropriate building materials include:
   - Stucco
   - Brick
   - Horizontal Wood Siding
   - Wood Shingles
2. Inappropriate building materials include:

- Vertical Wood Siding
- Aluminum Siding
- Vinyl Siding
- Plywood Siding
- Simulated Masonry Finishes

3. The color palette chosen should be compatible with the colors of adjacent structures.
4. Fluorescent paints and garish colors are discouraged.
5. A single body of color with a brighter and/or lighter accent color is usually the choice for most houses. A good rule of thumb when one desires to use a bright color is "one light, one bright," the bright color being used sparingly as the accent.

F. Windows

❖ **Windows should reflect the window patterns of the District.**

1. All windows within a building, large or small, should be similar in operating type, proportions and trim. Other unifying elements should be used, such as common sills. Refer to Figure 25.
2. Built-up sills and trim should be used to create surface relief and texture.
3. Glass should be inset from the exterior surface to add relief to the wall surface, this is especially important for stucco buildings.
4. Special windows such as bays and dormers should be used to add interest and a domestic expression to the facade, if consistent with the architecture of the building.

G. Lighting

❖ **Lighting should be used to create a sense of security and safety for on-site areas.**

1. Ornamental lighting for porches and walks is encouraged to add attractiveness, safety and security.

6.3 Landscaping

Planted areas are used to frame and soften structures, to define site functions, to enhance the quality of the environment and to screen undesirable views.

A. General

❖ **Landscaping should work with the surrounding buildings to make a positive contribution to the aesthetics and function of the specific site and the area.**

1. Existing mature trees and native trees, creeks and riparian corridors should be preserved and incorporated into landscape plans.
2. Items such as trellises, arbors and special landscape materials that add character to yard spaces and accent the entry sequence are encouraged. Items such as low hedges, fences or entry gates are encouraged to define the edge between the public street and private property. Refer to Figure 26.

3. The use of native and drought resistant plants, shrubs and trees is ~~encouraged~~required.

6.4 Vehicular Access

A. Driveways

❖ **The placement and design of a driveway should respect adjacent structures and properties.**

1. All ramps should have a maximum grade of sixteen percent
2. Setbacks from adjacent properties should be a minimum of five feet
3. Setbacks from adjacent buildings should be a minimum of three feet.

B. Parking

❖ **Garages should be part of the overall residential design.**

1. Single-family residences should have enclosed garages.
2. Multi-family residences should have covered parking.
3. Parking spaces for second dwelling units maybe uncovered.
4. Freestanding garages should be located to the rear of principal buildings. Individual garage doors should be provided. A maximum of three garage doors may be lined up consecutively; a space of five feet should be provided between each group of three doors. Refer to Figure 27.

Section 7: Rehabilitation

The design guidelines enumerated hereinafter are based on the Secretary of the United States Department of the Interior's "Standards for Rehabilitation". The Secretary's "Standards" are a set of ten general criterion developed to provide a practical guide for historic rehabilitation projects.

Care should be taken to preserve those historic buildings that make Pinole unique. The guidelines discussed in the previous sections, coupled with these ten principles, should be used by architects, designers and developers to ensure that Pinole's unique character is maintained. All projects, new construction and rehabilitation, are subject to the guidelines set forth in this document and will be ~~considered by the Design Review Board~~subject to design review as required by the Pinole Municipal Code.

7.1 Guidelines

1. Every reasonable effort should be made to provide compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.
2. Destruction of the distinguishing original qualities or character of a building, structure, or site and its environment is discouraged. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
3. All buildings, structures, and sites should be recognized as products of their own time. Alterations that have no historical basis or which seek to create an earlier appearance are discouraged.
4. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment These changes may have acquired significance in their own right, and this significance should be recognized and respected.
5. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site should be treated with sensitivity.
6. Deteriorated architectural features should be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition design, color, texture and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features substantiated by historic, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.
7. The surface cleaning of structures should be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials are discouraged.
8. Every reasonable effort should be made to protect and preserve archeological resources affected by or adjacent to any project.
9. Contemporary design for alterations and additions to existing properties should not be discouraged when such alterations and additions do not destroy significant historical,

architectural or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment. Refer to Figure 28.

10. Whenever possible, new additions or alterations to structure should be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

Section 8: Sign Guidelines

The functions of a sign are to identify the location of a business, to promote the merchandise or service within the business and to attract customers to the business.

Large and flashy signs disrupt the visual character of Old Town and obscure architectural features. Small signs can serve the needs of businesses, while contributing to both the image of individual building and to the overall character of the Design Guidelines Overlay District

8.1 Design

The following guidelines are meant as a supplement to the City of Pinole's Sign Regulations (as contained in the Pinole Municipal Code ~~Chapter 17.28~~). The objective of these sign guidelines is not uniformity, but elimination of elements that result in a cluttered and unattractive setting. The guidelines provide basic parameters for creative signs that may be as unique as the business they represent. Existing signs that do not comply with these guidelines may be maintained in perpetuity, and may be repaired and replaced in accordance with Pinole Municipal Code Chapter 17.14, Nonconforming Uses and Structures.

A. Design

- **Every structure and commercial complex should be designed or rehabilitated with a precise concept for adequate signing. Provision for sign placement, sign scale and sign readability should be considered in developing the signing concept. All signage should be highly compatible with the building and site design relative to color, materials and placement.**

1. Signs should be designed, built and installed by a licensed sign contractor.
2. Keep signs subordinate. They should not overwhelm the facade of the building. Refer to Figure 29.
3. Signs should fit within the existing features of the facade and should not cover architectural elements such as windows, transoms or cornices.
4. Signs should be simple and have a direct message. Cluttered signage is difficult to read and may confuse the passersby. Refer to Figure 30.
5. Sign colors, shapes, materials and size should reinforce the overall composition of the facade.
6. Careful consideration should be given to minimizing and simplifying every sign's supporting structure.
7. Large signs designed to attract the attention of motorists on the freeway are not permitted, except for shopping center signs or such other similar regional complexes.
8. Signs within a shopping center or other complex must be designed as part of the entire project
9. Consider using simple straightforward shapes that get the message across clearly. Signs as symbols are encouraged because they are easily read and enhance the pedestrian quality of the downtown.

B. Sign Placement/Position

❖ **Signs on storefronts should be located above display windows or awnings. Large signs near the top of building facades are discouraged. Refer to Figure 31.**

1. Signs should be positioned so as not to obscure any architectural details. When several businesses share a building align all signs or use a directory.
2. Signs must not extend above the height of the immediately adjacent roof line or parapet.
3. Signs must not be mounted on or attached to the roof.
4. No part of a sign attached to or mounted on a building should project out more than thirty-six inches from the surface of the building to which it is attached.
5. Signs must not extend above the eave line. In case of a mansard roof; the sign may be incorporated in the roof if such sign is an integral part of the design of the building.
6. In multiple story structures, signs should be mounted somewhere above the display window or awning and below the second floor window sills.
7. Signs must not be located in a manner which may obstruct or interfere with the view of a traffic signal or other traffic regulatory signs.

C. Materials and Color

❖ **Sign materials should be durable and easy to maintain. In general, building colors should be coordinated with sign colors.**

1. Appropriate sign materials include:
   - Routed, Carved, Sandblasted, Painted or Engraved Wood
   - Custom Cut and Applied Wood Letter
   - Precast Epoxy Letters
   - Metal
   - Slate or Marble
   - Vinyl
2. Sign colors should be coordinated with the colors of the building.

D. Sign Clarity

❖ **Text should be kept to a minimum. The objective is to eliminate elements that result in a cluttered and unattractive setting.**

1. Letter styles of signs should be simple and easy to read.
2. The number of letter styles should be limited. Use of one or two letter styles is encouraged.
3. Letter forms should occupy no more than a maximum of seventy five percent of the total sign area

E. Permitted Signs

1. Permitted signs include:

- Projecting Signs
- Flat Mounted ~~or Painted Wall Signs~~
- Blade Signs Suspended from Canopies or Awnings
- Signs on Awnings or Canopies
- Monument Signs
  - ~~Pole Signs – A pole sign shall only be permitted when otherwise permissible freestanding monument sign would not be sufficiently visible due to obstruction or where there is no space in which to the place the sign between the sidewalk and the building.~~
- Window signs with Painted or Vinyl Letters

F. Prohibited Signs

1. Prohibited signs include:
   - Flashing Signs or Animated Signs
   - Signs with banners, flyers, pennants, pinwheels or two or more light bulbs in a wire string
   - Portable Signs
   - Board Signs
   - Mobile Signs
   - Moving Signs
   - Non-accessory signs
   - Reader Boards
   - Inflatable balloon signs
   - Painted signs, such as signs painted upon a fence (excluding murals).

G. Sign Lighting

❖ **Sign illumination should be designed so as to avoid glare and light intrusion onto other signs or premises. Brightly illuminated signs are discouraged.**

1. Illumination external to the sign surface with lighting directed at the sign is encouraged. External lighting makes possible the illumination of architectural features. The bottom edge of light fixtures mounted on a building must be at least seven and one half feet above the sidewalk or finished grade.
2. Other types of sign lighting that may be acceptable include:
   - External incandescent sources
   - Small light sources placed inside of opaque projecting letters
   - Internally illuminated signs

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3. Exposed neon should be carefully and sparingly used in signs.

H. Public Art

- **Public artwork can lend identity, a sense of place and pride in a community. Artwork in outdoor public places, unlike gallery art, must be conceived as part of an overall architectural and landscape architectural design for a particular setting.**

1. Wall murals incorporating historic advertising art are encouraged to be painted on blank walls in Old Town.

Glossary

The terms listed below have been defined to assist the reader in more fully understanding the Historic Preservation Overlay Design Guidelines~~Old Town Design Guidelines~~.

Alteration: Any addition or modification of any portion of the exterior of a building or designated feature that changes the architectural style, arrangement, texture or material of the building or feature or significantly changes the color, if such change, addition or modification is visible from a public street, sidewalk, alley or park

Balustrade: A railing consisting of a series of small columns connected at the top by a coping; a row of bulsters.

Berm: A bank of earth, as the piled-up earth along a canal or against a masonry wall.

Building Alignment: A line usually parallel to a property line beyond which a structure may not extend. This generally does not apply to uncovered entrance platforms, porches, terraces, or steps.

Cornice: Any moulded projection which crowns or finishes the part to which it is fixed.

Dormer: A vertically set window on a sloping roof; the roofed structure housing such a window.

Gable Roof: A roof having a gable at one or both ends; a ridged roof that slopes up from only two walls. A gable is the triangular portion of the end a building from eaves to the ridge.

Hipped Roof: A roof with four pitched sides; a roof which rises by inclined planes from all four sides of a building.

Massing: Refers to the building shape; the combination of the different elements of the resulting bulk and shape of the building.

Mullions: A vertical or horizontal primary member dividing a window to 'lites', each of which may be further sub-divided into panes.

Muntins: The secondary member or stile in the framing of a paneled door, screen, as distinct from horizontal member or members called rails.

Parapets: a low protective wall on abridge, gallery, balcony or above the cornice of a building.

Pitch: The angle, or degree, of slope of a roof.

Roofline: The contour or shape of a roof.

Scale: Refers to building size; the size of a structure relative to the size of the surrounding structures.

Setback: The minimum distance between a property line and a building, or portion thereof, as required by ordinance or code.

Transom: A horizontal member dividing a window.

Window Panes: A flat sheet of glass, cut to size for glazing a window or door

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Return to Agenda

CITY COUNCIL REPORT

10B

DATE: **OCTOBER 18, 2022**

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **DAVID HANHAM, PLANNING MANAGER**

SUBJECT: **COMPREHENSIVE DESIGN REVIEW, TREE REMOVAL PERMIT, DENSITY BONUS REQUEST AND NOTICE OF EXEMPTION DETERMINATION PURSANT TO CEQA FOR PINOLE VISTA APARTMENT COMPLEX (223 UNITS) AT 1500 FITZGERALD AVENUE (APN:426-391-010)**

RECOMMENDATION

The Planning Commission and staff recommend that the City Council conduct a public hearing and adopt a resolution (**Attachment A**) approving a Comprehensive Design Review (DR21-12), Tree Removal Permit, and Density Bonus Request to construct a 223-unit apartment building located at 1500 Fitzgerald Drive (APN 426-391-010) and finding the Project exempt from the California Environmental Quality Act.

INTRODUCTION

The Pinole Municipal Code specifies a process for establishing, constructing, reconstructing, altering or replacing any use of land or structure in the City of Pinole. In the case of this particular project, where an existing retail structure is proposed to be demolished and replaced with a residential structure, the City requires the applicant to go through a “comprehensive design review” process. The comprehensive design review is intended to provide a process for consideration of development proposals to ensure that the design and layout of commercial, retail, industrial or institutional uses, or multi-family residential development will constitute suitable development and will not result in a detriment to the City of Pinole or to the environment. Because multifamily housing is a permitted use on the site under the City’s Zoning Code and Three Corridors Specific Plan, a conditional use permit is not required for this particular project. The purpose of comprehensive design review process is to evaluate the design and layout of the proposed project, and not the proposed use.

The comprehensive design review process begins when an applicant submits an application to the City. The City has 30 days to review the application for “completeness,” where Planning Staff determine if the submitted plans are in compliance with City policies contained in the General Plan and City standards and requirements contained in planning documents such as the Specific Plan and/or Zoning Ordinance. Plans are evaluated against objective standards the City maintains, such as, but not limited to, maximum height of buildings, minimum number of parking spaces, and required distances buildings are to be setback from the street. City Staff will consult with other departments as appropriate to ensure compliance with all provisions of the Municipal Code and other adopted policies and plans. After City Staff notifies the applicant in writing of items that are needed to make the application complete, the applicant makes changes to their project to make the application complete. This cycle continues until the application is deemed complete by Staff.

In the case of this particular project, an additional permit is required based on the scope of work proposed. This project includes the removal of eight “protected” trees. Protected trees are select trees with a stem of 12 inches or larger in circumference measured four and a half feet above the natural grade or any other tree with a stem greater than 56 inches in circumference measured four and a half feet above the natural grade. The list of select trees includes Coast Live Oak, Madrone, Buckeye, Black Walnut, Redwood, Big Leafed Maple, Redbud, California Bay and Toyon. Removal of protected trees in association with a development application requires review by the designated review authority and conditions of approval that would require replacement trees to be planted on-site with the new development, or an in-lieu fee paid to the City equal to the value of the protected trees removed. The in-lieu fee would support the installation or replacement of trees in city parks or open space or other areas of benefit to the City.

Other approvals required include an Affordable Housing Regulatory and Density Bonus Agreement. This agreement describes a number of elements, including but not limited to, the number, location, structure and size of the proposed market-rate and affordable housing units, the income levels to which each affordable unit will be made affordable, and the term of affordability for the affordable units. The Affordable Housing Agreement is reviewed by the Council only after entitlements are approved.

After acceptance of a complete application, the project is reviewed in accordance with the environmental review procedures of the California Environmental Quality Act (CEQA). In the case of this particular project, where an existing retail structure is proposed to be demolished and replaced with a residential structure, the applicant was required to provide a number of reports including, but not limited to air quality, greenhouse gas emissions, biological constraints, tree conditions, archaeological resources, geotechnical

issues, stormwater control, noise and vibration assessment, and traffic analyses. The City contracts with an environmental consulting firm (at the applicant's cost) to prepare the CEQA analysis, utilizing the environmental reports. To evaluate environmental impacts from the proposed project.

Staff will then agendize the project on the designated approving authority's meeting agenda for review and action (approval or denial). Typically, the Planning Commission is the designed approving authority for comprehensive design review, however, in cases where there is a request for a concession under a "Density Bonus Request," the City Council is the designated approving authority. City Staff will prepare a report (the staff report) to the designated approving authority describing the project and it's consistency with City codes and requirements, along with a recommendation to approve, conditionally approve, or deny the application.

City Staff then provides written notification of the hearing (meeting details such as time, place and scope of review) through a variety of methods such as a mailed notice to property owners within a certain distance of the project site, newspaper notice, and noticing on the project site.

During a public hearing, the designated authority will receive a presentation from staff on how the project complies with City codes and regulations. Then, the project applicant will have an opportunity to give a presentation. The designated review authority may ask questions of staff and the applicant. Next comes an opportunity for public comment, where the public will weigh in on the project. Finally, the designated review authority will make comments and will have an opportunity to take action (approve, conditionally approve, or deny) on the application.

If the designated review authority approves the application the applicant would then prepare construction drawings and apply for a building permit. The building permit would be reviewed against the requirements of the California Building Code and California Fire Code to ensure compliance with those regulations.

PROJECT DESCRIPTION

The proposed project consists of demolishing an approximately 91,000 square foot vacant retail structure (formerly Kmart) and constructing a five-story 263,862 square-foot 223-unit apartment building on an existing parcel within the Pinole Vista Shopping Center located at 1500 Fitzgerald Drive. Pursuant to the City's inclusionary housing requirements (Pinole Municipal Code, or PMC, Section 17.32.020), the project will offer 13 very- low-income units and 14 low-income units for rent, with the remainder of the 196 units being

market-rate rental units. The building will have the same orientation as the former Kmart building with the main entrances facing the existing shopping center. The parking lot will be changed from its initial orientation of 45-degree parking stalls to 90-degree parking stalls. The rear of the building (west elevation) will add an additional row of parking along the building and have three entrances to the building that connect to the front lobbies. The sides of the building (north and south) will include additional landscaping and a new passive open space area for use on the southern end of the property. Landscaping will be added to the front of the building elevation and within the two rows of parking. Fencing will be installed to delineate the residential area from the commercial area. Page L1.5 of the plan set (**Attachment B** of this report) outlines the fencing program for the project.

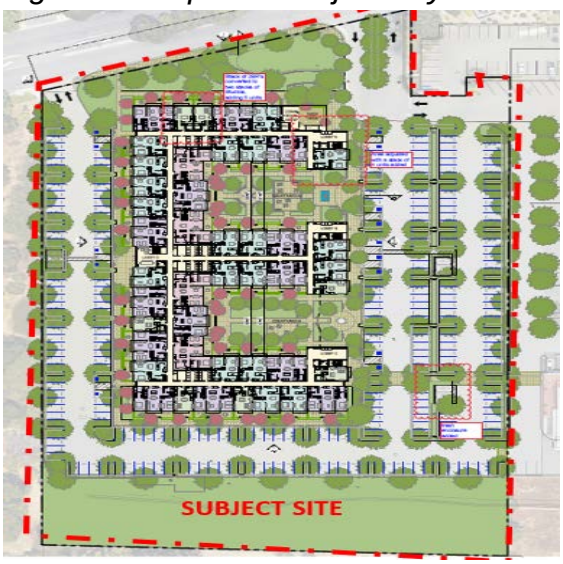
BACKGROUND

Project Overview

The property at 1500 Fitzgerald Drive is currently configured with a vacant commercial retail building formerly occupied by Kmart and owned by the ROIC Pinole Vista Limited Liability Corporation. The commercial structure has been vacant since early 2019 with seasonal uses of the building (i.e., Halloween Spirit store) sporadically. The project site is surrounded by Fitzgerald Drive to the north, the City limits and existing single-family residential (unincorporated El Sobrante) to the south, the existing Pinole Shopping Center to the east, and Best Buy (Pinole Vista II) shopping center to the west. The Pinole Vista Shopping Center tenants include Mountain Mike's Pizza, Lucky's Supermarket, Starbucks, Big Five Sporting Goods, Pho Craze, Ristorante Due Rose, Noah's Bagel, the UPS Store and other smaller service, restaurant, and retail tenants. See *Figure 1* for an aerial view of the project's location.

Figure 1: Project Location

Figure 2: Proposed Project Layout



Application Submittal

On April 6, 2021, Chris Cole, Applicant, on behalf of the property owner, submitted a Planning application for demolition of the existing commercial building and construction of a new five-story 223-unit apartment building at 1500 Fitzgerald Drive. See *Figure 2* for the proposed site plan for the new development.

Planning Commission Ad-Hoc Committee Review

The Planning Commission Ad-Hoc Committee, consisting of three Planning Commissioners, met on two occasions in May of 2021 and July of 2022, to review the design and development components of the project. A more detailed analysis of the Committee comments and responses can be found on page four and five of the July 25, 2022 Planning Commission Staff Report[1] (**Attachment C** of this report).

Virtual Community Meeting

The applicant conducted a virtual community meeting on July 29, 2021. The Applicant sent notices to all property owners within 1,000 feet from the project area. The community meeting was attended by 16 people. The majority of public comments were related to the size and scale of the project. There were also comments from the public regarding the loss of the commercial use on the site. The applicant took all of the names of the people who attended and reached out to them throughout the process.

Planning Commission Review

The Planning Commission reviewed the project at their regular meeting of July 25, 2022. The July 25, 2022 Planning Commission Staff Report[1] is provided as **Attachment C** of this report. A Density Bonus has been applied for by the applicant. The Municipal Code provides that whenever a project is requesting concessions under the Density Bonus Law, the City Council is the decision-making authority for all required permits for the project. Therefore, the Planning Commission's role in this project was to make a recommendation to the City Council, and the Council will consider action on all entitlements. The Planning Commission, by unanimous vote (6-0[2]), adopted Resolution 22-05 (**Attachment D**) recommending the City Council to approve a Comprehensive Design Review, Tree Removal Permit, and CEQA Determination of a Notice of Exemption for the Pinole Vista Project located at 1500 Fitzgerald Drive.

1 Available online: https://cdn5-hosted.civiclive.com/UserFiles/Servers/Server_10946972/File/City%20Government/City%20Clerk/Agendas/Planning%20Commission%20Agendas/2022/07252022/Final%20Pinole%20Vista%20Apartments%20PCSR%207-25-22.pdf

2 As of June 2022, Commissioner Wong has resigned and therefore there is a vacancy on the Planning Commission.

In their recommendation of approval, the Planning Commission had several questions, comments, recommendations, and modifications to the conditions of approval. The minutes from the meeting[3] are provided in **Attachment E** of this report. Staff has prepared responses to each Planning Commission area of concern, as shown in Table 1 of this report, for Council consideration.

KEY PROJECT COMPONENTS

Required Land Use Approvals

Entitlements and approvals required for the project include Comprehensive Design Review, Tree Removal Permit, Density Bonus Request, Affordable Housing Regulatory and Density Bonus Agreements, and a California Environmental Quality Act (CEQA) determination. Pursuant to PMC Table 17.10.060-1, the Planning Commission has approval authority of the Comprehensive Design Review, Tree Permit and CEQA determination. However, PMC Section 17.38.080 provides that whenever a project is requesting concessions under the Density Bonus Law, the City Council is the decision-making authority for all required permits for the project. In addition, the City Council has approval authority over the Affordable Housing Agreement, which is necessary to ensure that the affordable units required by the City's inclusionary housing ordinance and the Density Bonus Law are provided and maintained for 55 years. The Affordable Housing Agreement will be reviewed by the Council only after entitlements are approved. Accordingly, the Planning Commission's review was a recommendation to the City Council regarding the proposed project, and not a final decision. Final decision on the entitlements rests with the City Council. Because multi-family housing is a permitted use on the site, a conditional use permit is not required.

Uses and Layout

The proposed apartment building contains five floors of residential units. The ground floor level includes three major lobby areas and tenant amenities/ facilities including a fitness center, a leasing office, mailboxes, restrooms, storage for up to 160 bicycles, lounge/café, and access to two courtyards. The proposed unit mix on the ground level is five studios, 16 one-bedroom, 12 two-bedroom, and 4 two bedrooms plus office units. All the exterior units on the ground level have private patios that are 258 square feet. Levels Two through Four include a mixture of eight studios, 21 one-bedroom, 14 two-bedrooms, and four two-bedrooms plus office units. Level Five includes a mixture of seven studios, 20 one-bedroom, 14 two-bedroom, and four two-bedroom plus office units.

3 Available online: https://cdn5-hosted.civiclive.com/UserFiles/Servers/Server_10946972/File/City%20Government/City%20Clerk/Agendas/Planning%20Commission%20Agendas/2022/07252022/Final%20PC%20Minutes%207-25-22.pdf

Open space is provided with two outdoor courtyards, benches and a fenced play area with picnic tables on the southern boundary of the project. The project also has a seating area in the lounge in the front of the property facing Fitzgerald Drive, and a rooftop common open space area on the northeast side of the building facing Fitzgerald Drive. Courtyard A will include a fire pit, seating, barbeque and a water element. The open space component for this project has been enhanced with the following updates, pursuant to Planning Commission comments focused on play areas for children:

- In Courtyard B, the applicant is proposing a Mobius climber six panel climbing wall and an age-appropriate Motion play structure.
- In the fenced play area on the southern boundary of the project the applicant is proposing a new discovery path, a TimberCraft net climber, and a TimberCraft play frame play structure.

With respect to green building and energy efficiency, solar panels will be installed on the southwestern rooftop in a location that will maximize the energy absorption for the building. The applicant is also installing solar panels on top of the proposed carports. The carport structures will cover approximately 80 stalls on the west side of the building. The solar mounted carports are shown on page 2.0 of the Pinole Vista plan set dated October 11, 2022 (**Attachment B**).

Additionally, the applicant is proposing to install four EV charging stations and conduit for 28 EV parking stalls in the front row of parking stalls adjacent to the building. The applicant has indicated that as more EV charging stations are warranted, they will be installed at a later date. It is anticipated that additional EV charging facilities will be provided for this project based on the 2022 Triennial California Building Code update which will go into effect January 1, 2023. The Building Code will dictate the minimum requirements for installation of EV charging facilities on site, which is based on 275 on-site parking spaces[4]. The proposed project will be subject to the requirements of the

4 It should be noted that the triennial update of the California Building Code (CBC), effective January 1, 2023, exceeds the current code cycle immensely in terms of requirements for EV charging stations. The new CBC will require, in general, for each building permit issued on or after January 1, 2023 that the following be complied with, which will increase the EV charging capacity of the site, regardless of the current proposal:

- EV Capable: 10% of the total parking spaces for the apartment be EV capable for future Level 2 EVSE. There is no requirement for EV spaces to be constructed or available until receptacles for EV charging or EV chargers are installed for use.
- EV Ready. 25% of the total parking spaces for the apartment be equipped with low power Level 2 EV charging receptacles. For multifamily parking facilities, no more than one receptacle is required per dwelling unit when more than one parking space is provided for use by a single dwelling unit.
- EV Chargers. 5% of the total number of parking spaces for the apartment be equipped with Level 2 EVSE. Where common use parking is provided, at least one EV charger shall be located in the common use parking area and shall be available for use by all residents or guests.

2022 Building Code if a building permit application is submitted on or after January 1, 2023. It is unlikely that the applicant will be able to prepare the necessary plans for permit submittal prior to that date.

KEY HOUSING REGULATIONS

This section of the Staff Report supplements the Analysis Section, starting on page 12 of the July 25 Planning Commission Staff Report[1] (**Attachment C** of this report) and will summarize key housing laws, Pinole's inclusionary housing requirements, and density bonus regulations. Detailed analysis is provided in the Planning Commission Staff Report.

Overview of State Housing Laws

In recent years, the California Legislature has adopted or strengthened a number of laws intended to facilitate the development of new housing. These laws significantly restrict, or completely remove, the discretion of cities when reviewing certain residential projects within their jurisdiction.

The State Density Bonus law provides special multiple incentives to project that include affordable housing units. First, projects that provide affordable units are entitled to "bonus units" that allow the project to include more units than would otherwise be allowed by a city's adopted density requirements. The greater the percentage of affordable units in the project, the greater the percentage bonus a project is entitled to receive, with the specific percentages established by state law.

In addition to a density bonus, the State Density Bonus law provides projects with "concessions." An applicant may use a concession to reduce or eliminate any specific site development standards, zoning code requirements or architectural design requirements, or any other requirement that would result in idenfificable and actual cost reductions. An applicant is entitled to between 1-4 concessions based on the percentage of affordable units in the project. In addition, projects are automatically entitled to reduced parking requirements even without the use of any concession. Finally, density bonus projects are also entitled to "waivers". An applicant may use a waiver to reduce or eliminate any standard that would physically prevent the project from being built at the density allowed (with the density bonus units included).

In addition to the Density Bonus Law, the Housing Accountability Act prohibits a city from denying, or reducing the density of, any project that complies with all of the City's adopted objective standards. Conditions imposed on the project must not make the project infeasible. Under state law, a project complies with an adopted objective standard if that standard has been reduced or eliminated pursuant to the Density Bonus Law.

The City may only deny the use of a concession or waiver under the Density Bonus Law or deny or reduce the density of a project that complies with all adopted objective standards if the City can make very specific and narrow findings that the project would cause a "specific, adverse impact upon the public health or safety" that cannot be mitigated. A "specific, adverse impact" is defined under state law as "a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete."

Pinole's Inclusionary Housing Requirements

The project proposes the development of multifamily residential units and provides for affordable housing consistent with proportions under the City's affordable housing requirements (Chapter 17.32) and State Density Bonus Law (see section immediately following). Under the City's affordable housing requirements, 15% of units must be affordable, with 40% of those units restricted to very-low income households and 60% of those units rested to low-income households. The Department of Housing and Community Development (HCD) publishes annual tables of official federal and State income limits for determining thes annual household income that qualifies as low-income or very-low income, based on household size. Households in restricted units pay rent based on a percentage of the income limited identified by HCD.. A more detailed analysis of the Pinole's Inclusionary Housing Requirements can be found on pages 15-17 of the July 25 Planning Commission Staff Report[1] (**Attachment C** of this report).

Density Bonus Provisions

To encourage the production of affordable housing, the State Density Bonus Law (Government Code Section 65915) allows developers to receive a density bonus of up to a 100% increase for projects, depending on the amount and level of affordable housing provided. The Density Bonus is a state mandate, and any developer who meets the requirements of the State Law is entitled to receive the density bonus and other benefits as a matter of right such as waivers/reductions. A more detailed discussion involving the density bonus, waivers/reduction in City Standards, and incentive/concessions can be found on pages 17-21 of the July 25 Planning Commission Staff Report[1] (**Attachment C** of this report.

REVIEW & ANALYSIS

This section of the Staff Report supplements the Analysis Section, starting on page 12 of the July 25 Planning Commission Staff Report[1] (**Attachment C** of this report) and will summarize the project's consistency with the general plan, specific plan, and zoning

ordinance. Detailed analysis is provided in the Planning Commission Staff Report. This section of the Staff Report will also analyze the Planning Commission's review of the project and changes that were recommended to be made to the project and conditions of approval by the Planning Commission at their regular meeting of July 25, 2022.

General Plan Consistency

The property located at 1500 Fitzgerald Drive has a General Plan Land Use Designation of "SSA" (Sub-Service Area). The SSA designation is intended to maintain and enhance existing land uses while providing land use flexibility and incentives to encourage new private investments and additional development. Each Service-Sub Area has a different emphasis. The Appian Way Corridor SSA is intended to maintain and enhance the regional gateway area into Pinole and capitalize on freeway access to upgrade existing development and attract a desirable mix of commercial service and residential uses. The Planning Commission reviewed the General Plan consistency and found that this project is consistent with the General Plan. A more detailed analysis of the General Plan consistency can be found on pages 12-15 of the July 25 Planning Commission Staff Report[1] (**Attachment C** of this report).

Specific Plan and Zoning Consistency

The Pinole Vista project is located within the Appian Way Corridor of the Three Corridor Specific Plan. The project is in the Service Sub-Area (SSA) and has a Specific Plan Land Use/Zoning Designation of Commercial Mixed Use (CMU). Table 6.14 (Permitted Use Table for Appian Way) in the Specific Plan indicates that Multifamily Dwellings (i.e., apartments) are a permitted use by-right. Although directly adjacent to the Pinole Vista Shopping Center, the project site is a separate parcel from the Shopping Center and the 100% residential project is not providing a commercial component. The Applicant has included a concession pursuant to the State Density Bonus Law, of the requirement in the Specific Plan that "at least 51 percent of the total floor area should be commercial retail and service use". Under the State Density Bonus Law, the applicant may use a concession to reduce or eliminate "site development standards…zoning code requirements or architectural design requirements" or other requirements which will "result in identifiable and actual cost reductions." (Gov. Code § 65915(k)(1).) The definition of "development standards" includes requirements established by specific plans. (Gov. Code § 65915(0)(1).) The Specific Plan identifies that residential development is projected in the Appian Way Corridor and multifamily residential is a permitted use by right in the CMU designation. Based on the standards and policies listed above, in combination with the State Density Bonus Law, the project is consistent with the Specific Plan. A more detailed analysis of the Specific Plan and Zoning Ordinance can be found on pages 15-17 of the July 25 Planning Commission Staff Report[1] (**Attachment C** of this report).

Development Standards

The proposed project is consistent with the required development standards in Chapter 6 of the Three Corridors Specific Plan and in PMC Sections 17.24.030 and 17.48.050 of the Zoning Ordinance. As noted, there are standards that are being waived or modified consistent with the State Density Bonus Law for the project's provision of affordable housing. Additional information can be found in Table 1- Development Standards, located on pages eight and nine of the July 25 Planning Commission Staff Report[1] (**Attachment C** of this report).

Pinole's Inclusionary Housing Requirements

The project proposes the development of multifamily residential units and provides for affordable housing consistent with proportions under the City's affordable housing requirements (Chapter 17.32) and State Density Bonus Law (see section immediately following). A more detailed analysis of the Pinole's Inclusionary Housing Requirements can be found on pages 15-17 of the Planning Commission Staff Report[1] (**Attachment C** of this report).

Table 1: Recommendations from Planning Commission at July 25 Hearing

Topic Area	Condition of Approval	PC Comment	Staff Comments	Condition of Approval Modification[5]
General Conditions	**3. OCCUPANCY PERMITS** – Occupancy permits shall not be granted until construction is completed and finalized 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 Community Development Department.	Condition 3 should be reviewed by staff to clarify that "unfinished work" would include all unfinished work to the crosswalks and permanent fencing as examples.	The Public Works Department clarified that unfinished work that would require a bond would be landscaping, park, and fencing improvements See *Exhibit A* of **Attachment A** for conditions related to working in the right-of-way	A modification of this condition is not warranted.

5 Conditions of Approval are provided in Attachment A. Note that track changes were used to show the modified language for transparency.

Topic Area	Condition of Approval	PC Comment	Staff Comments	Condition of Approval Modification[5]
Public Works Conditions	**7. 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 a building permit and prior to any work being done in the City's right-of-way.	Condition 7 should be modified to include bond for roads.	The Public Works Department clarified that any bonds that any roadwork that is needed after an occupancy would need a separate encroachment permit and bonds posted similar to what is required in paragraphs e & f of **Condition 30**.	A modification of this condition is not warranted.
	9. REFUSE AREA AND DESIGN – The project shall provide for service by Republic Services. The area and access to trash, recycling, and green waste containers shall be approved in advance by Republic Services.	Condition 9 should be modified so that that it doesn't refer to one company, but only the City's "waste hauler".	Public Works staff recommends modification to this condition. The intent of this change was to refer to Republic Services to the contracted waste collection hauler.	See **Condition 9** in the Conditions of Approval for modified language.

Topic Area	Condition of Approval	PC Comment	Staff Comments	Condition of Approval Modification[5]
	12. 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 a building or site development permit. All material hauling activities including but not limited to, adherence to approved route, hours of operation, dust control and street maintenance shall be the responsibility of the applicant (as per Section 15.36.080 of the PMC). Violation of such may be cause for suspension of work.	Condition 12 should be modified to include the specific routes for material hauling	Public Works staff recommends the condition is sufficient as written since the route will be determined prior to the permit issuance.	Modification of this condition is not necessary.
	17. 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.	Condition 17 should be modified to add encroachment permit language	Public Works staff recommends modification to this condition. for the purpose of adding language for encroachment permits because an encroachment permit is required when work is done in the right-of-way.	See **Condition 17** in the Conditions of Approval for modified language.

Topic Area	Condition of Approval	PC Comment	Staff Comments	Condition of Approval Modification[5]
	20. SIDEWALK, CURB AND GUTTER REPAIR - The applicant shall repair and replace to existing City standards, any sidewalk, curb, and gutter that is damaged now or during construction of this project. A field visit shall be scheduled with Community Development Department and Public Works Department staff prior to the issuance of any construction permits to document pre-construction conditions in the field.	Condition 20 should be amended for the inclusion of roads due to potential gapping of gutterpan and the roadway as well as destruction of roadway along the edges.	Public Works staff recommends that modification to this condition was needed to add roadways that are connected to the scope of work	See **Condition 20** in the Conditions of Approval for modified language.
	21. WHEELCHAIR RAMP(S) – The applicant shall construct all wheelchair ramp(s) in accordance with applicable California Building Code and ADA requirements.	Condition 21 should be modified to reflect ADA Ramps	Public Works staff recommends modification to this condition to include ADA curb ramps	See **Condition 21** of the Conditions of Approval for modified language.
	25. DEBRIS REMOVAL – All building debris shall be disposed of outside the City of Pinole to a legal dump site.	Staff wanted the ability to allow the City the first right of refusal for clean soil for future capital improvement projects.	Public Works staff recommends modification to this condition to add language for excavated soil requirements.	See **Condition 25** in the Conditions of Approval for modified language.

Topic Area	Condition of Approval	PC Comment	Staff Comments	Condition of Approval Modification[5]
	26. CONSTRUCTION ACTIVITIES – The following provisions shall be followed during site excavation, public works, and building construction activities for the project: a. Work is restricted to between 7:00A.M. and 5:00 P.M. on weekdays. Work is restricted on federal holidays. Work is allowed on holidays occurring on weekdays that are 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. Earth haul and materials delivery to and from the site will be prohibited between the hours of 7:00 - 9:00 A.M. and 3:00 - 6:00 P.M. c. All construction vehicles should 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. Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operation. f. All excavated materials shall be covered with a tarp during transit to and from the site.	Condition 26 should be modified for the accommodation of school activities on Appian Way.	Public Works staff recommends modification to this condition to accommodate the drop-off and pick up periods for Pinole Middle School/West County Mandarin School.	See **Condition 26** in the Conditions of Approval for modified language.

Topic Area	Condition of Approval	PC Comment	Staff Comments	Condition of Approval Modification[5]
	30. INSTALLATION OF LIGHTED CROSSWALK -The applicant shall install a lighted crosswalk at the Fitzgerald Drive and the main entrance to the apartment complex	Condition 30 should be modified to the greatest extent possible for enhanced pedestrian and vehicular safety measures	Public Works staff recommends significant modification to this condition in conjunction with the Applicant's Traffic Engineer for improvement on Fitzgerald Drive, including but not limited to flashing beacons, enhanced crosswalks/ pedestrian refuge areas. See **Attachment F** for a revised traffic memo from W-Trans	See **Condition 30** in the Conditions of Approval for modified language.
Community Develop. Conditions	**81. CONSTRUCTION NUISANCE PREVENTION** – The following provisions shall be followed during all construction activities for the project: a. Prior to any earth hauling operations, the applicant shall	Condition 81 subsection (b) conflicts with Condition 26 and conflicts should be resolved.	Public Works staff recommends eliminating subsection (b) and pulling language regarding restriction on construction related traffic on	See **Conditions 26 and 81** in the Conditions of Approval for modified language.

Topic Area	Condition of Approval	PC Comment	Staff Comments	Condition of Approval Modification[5]
	submit a Hauling Plan for review and approval by the City Engineer. b. When Pinole Middle and/or West County Mandarin School (1575 Mann Drive) is in session, all construction related traffic on Appian Way shall be prohibited during designated pick-up and drop off hours. c. All construction vehicles shall be properly maintained and equipped with exhaust and mufflers that meet state and federal standards. d. Newly disturbed soil surfaces shall be watered down regularly by a water truck maintained on-site during all daylight hours discontinue when winds speed reach 15mph		Appian during pick-up and drop-off hours into Condition 26.	
	85. ALARM SYSTEM (MULTI-FAMILY) – Each individual unit shall be equipped with a burglar alarm system, installed by state licensed contractor. The system shall include:	Condition 85 should updated to reflect the inclusion of smoke and carbon monoxide detectors in each individual unit and the requirements for home alarms.	Staff met with the Police and Fire Department and has modified the Condition of Approval to reflect the Planning Commission's comments regarding carbon monoxide and smoke detectors.	See **Condition 85** in the Conditions of Approval for modified language.

Topic Area	Condition of Approval	PC Comment	Staff Comments	Condition of Approval Modification[5]
	87. PUBLIC AREA LIGHTING a. 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. b. 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. c. Except as otherwise noted, all security light fixtures shall be mounted a minimum of 10 feet above ground. d. All required lighting shall be equipped with a photoelectric cell or equivalent technology to turn it on at sunset and off at daybreak. e. All areas where video camera surveillance is required shall meet the standards for the camera selected and approved by the Police Department. f. 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 for the overall project site. g. Lighting shall be on a timer for evening hours. h. The front parking lot is dark. The recommendation is to update lighting to LEDs and following the current foot candle requirement as part of the overall project.	Condition 87 amended should eliminate the reference to commercial and industrial uses	Due to the integration of this residential component into the commercial center, the Police Department has requested that the Lighting Standards for Commercial Parking areas should be used for this project in order to maintain lighting consistency across the commercial center. Therefore, the Police Department has opined that this condition should not be modified.	A modification of this condition to eliminate the reference to commercial and industrial uses is not recommended. However, sub condition (h) has been modified for clarity.

Topic Area	Condition of Approval	PC Comment	Staff Comments	Condition of Approval Modification[5]
General Comments from the Planning Comm.	Staff to investigate if there is Safe Routes to School funding/desire for a pathway behind the project site, require a $100,000 set aside from the applicant for this purpose and work with the applicant on designs	Staff met with the WCCUSD Facilities Director about this request. The Director stated the safest route to the Betty Reid Soskin middle school would be taking Fitzgerald to Jovita Lane. The Director informed City staff that development of a pathway behind the project site would be very challenging. Due to the topography of the area, constructing an accessible pathway would involve a coordinated effort to secure access and easements over multiple private properties including at least seven private property owners in unincorporated Contra Costa County, the owners of the Pinole Vista Crossing shopping center in addition to the subject property owners. The Director also indicated that there is a lack of a current funding source. In addition, imposing this type of fee on the project would be inconsistent with the requirements of the Fee Mitigation Act, Government Code section 66000 *et seq*.		No action is needed on this item.
	Staff to look at the possibility of enhanced safety at the crosswalk area and bring forward to the City Council the most aggressive safety improvements possible	Staff has worked with the applicant to include intersection safety improvements (i.e., a flashing beacon, enhanced signage, new crosswalks with refuge areas) and modified conditions to make the intersection safer for vehicles and pedestrians Improvements for the crosswalk can be found in the Civil Plans of **Attachment B** of this report.		Staff has amended **Condition 30** to increase the safety of the intersections.

Topic Area	Condition of Approval	PC Comment	Staff Comments	Condition of Approval Modification[5]
	The children's play area at the southern portion of the property to be enhanced, as discussed,	Staff worked with the applicant and changes were made to enhance the southern portion of the property, including but not limited to the courtyard play areas on the east side of the building. Some of those enhancement include a discovery path, age appropriate play structure, and drought tolerance grass. Pages L1.2, L1.3, and L1.5 of the Development Plan in **Attachment B**, dated 9/13/2022, shows the enhancement to the play areas.		The Plan was amended to enhance the play areas of the project
	Fencing proposed by the applicant to separate the commercial and residential uses needs to be described and shown on the plans.	The applicant's most recent set of plans include fencing around the entire perimeter of the apartment complex. Fencing is being proposed along the boundary of the project. The applicant is proposing to construct a green screen along the eastern and southern borders of the parking lot. The fence height for this fencing is 48 inches tall. The applicant is proposing to construct black vinyl-coated chain link fence along the southern property line surrounding the play area on the southern border. The fence height for this fencing is six feet tall. The applicant is proposing to leave the existing six-foot chain link fence on the western property line		Page L1.5 of the Development Plan in **Attachment B**, dated 9/13/2022, shows the fencing around the building
	Staff to investigate if the requirement to conduct a survey of the roadway prior to construction and issue a bond to cover any	The City Engineer recommended that **Condition 20** be enhanced to include roadways repairs within the scope of work of this project in relation		Staff has amended **Condition 20** to require

Topic Area	Condition of Approval	PC Comment	Staff Comments	Condition of Approval Modification[5]
	repairs needed post-construction may be added as a condition of approval.	to damages of curb, gutter, and sidewalks during construction.		roadway repairs.
	Staff to review assumptions for police costs in the Fiscal Impact Analysis (FIA) and whether or not customers were a part of the cost analysis.	The City's Financial Consultant, The Dale Natelson Group (TDNG) indicated that the Fiscal Impact Analysis (FIA) prepared forecasts City costs using "per capita" factors derived from the City's current budget, and that for the proposed residential project, the per capita cost factors are applied to the project's resident population whereas, for the retail re-tenanting alternative, the per capita factors are applied to the number of onsite employees. TDNG explained that within this type of fiscal analysis, it is generally accepted methodology to use employees as a relative measure of the level of onsite activity generating demand for municipal services (even though the services themselves would potentially be provided to customers as well as employees). However, FIA's typically recognize that a resident (in a housing development) is not precisely equivalent to an employee (in a commercial project) in terms of their demand on public services. As such, employees are typically "weighted" to account for the differences in service demand. To address this, TDNG derived customized weighting factors utilizing Police Department service calls as a proxy for the		See the updated FIA in **Attachment G** of this Staff Report for more information.

Topic Area	Condition of Approval	PC Comment	Staff Comments	Condition of Approval Modification[5]
		relative municipal service demands of multi-family residential and retail commercial development and has provided two different cost scenarios. The updated study is Attachment D of this Staff Report.		
	Staff to update the number of protected trees (9)	Staff reviewed the Arborists Report and verified that there were nine (8) trees that were protected. There are five protected Live Oak trees in the southwest corner and three protected Italian Stone Pines in the northwest portion of the property that will be removed. Tree Mitigation is required to be a 2 to 1 replacement, with alternative being in-lieu fee paid for the mitigation of the lost trees.		**Condition 64** addresses mitigation requirements for protected trees

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) provides several Categorical Exemptions which are applicable to categories of projects and activities that the Lead Agency has determined generally do not pose a risk of significant impacts on the environment. The proposed project consists of development within the developed urban area of the City of Pinole. The project is exempt under Section 15332 of the State CEQA Guidelines (Class 32-Infill Development Projects), Sec. 15168 (Consistency with Program EIR) and Sec. 15183 (General Plan/Community Plan Exemption), and under Government Code Section 65457 (Consistency with Specific Plan). The detail of these exemptions is in **Attachment C**, *Exhibit B* of this report.

FISCAL IMPACT

Information has been requested on the fiscal impact of the proposed project on the city. The city has obtained two analyses of the project's fiscal and/or economic impact for informational purposes. An economic impact study was prepared by the applicant's consultant (**Attachment C,** *Exhibit E*), and a fiscal impact analysis was prepared by a consultant retained by the city (original July 22 report provided in **Attachment C**, *Exhibit F*; updated October 3 report provided and provided in **Attachment G** of this report).

The Kmart building has been located at this site since the 1980's. From 2016-2019 the Kmart revenues dropped 45 percent and the store closed in early 2019. At this point in time, the property owner has not indicated any ability and/or interest in obtaining a new "big-box" tenant or redeveloping the site for new commercial uses. Based on trends that have been occurring with retail development, medium size box stores (60,000 square feet – 95,000 square feet) have been replaced with either big box stores (120,000 square feet to 200,000 square feet) or smaller niche sizes, similar to the existing shops within the Pinole Vista Shopping Center.

The two studies are attached for reference. While the two studies have some overlap, they have somewhat different focuses. The fiscal impact analysis that was prepared by The Natelson Dale Group (TNDG) looked at City revenues and costs related to the proposed project (residential) and compared to the impacts that would result if the existing structure were re-tenanted with retail commercial uses. The economic impact study provided by the Applicant considers broader economic impacts such as construction jobs. Although there is some fiscal analysis of City revenues, there is no information in the Marin (Applicant) study regarding costs expended by the city. Due to questions from the Planning Commission regarding cost of service, TNDG obtained additional information

from the Police Department and explained the rationale of service calls as well as industry standards of how costs are assigned and revised the report accordingly. TNDG will be available at the hearing to answer questions about the fiscal analysis.

It is important to note that the project's fiscal impact is not a valid basis to deny a density bonus concession or the project itself, or to impose conditions of approval, under either state housing laws or the City's comprehensive design review requirements.

TRIBAL CONSULTATION

Assembly Bill 52 (Chapter 532, Statutes 2014) required an update to Appendix G (Initial Study Checklist) of the CEQA Guidelines to include questions related to impacts to tribal cultural resources. A brief summary of the tribal consultation conducted pursuant to AB 52 is below:

- Staff sent email to all tribes within the local area on January 5, 2022 (response received on January 20, 2022, acknowledging staff for the outreach)
- Staff sent email notification on July 14, 2022 (no response)
- Staff called local tribe representatives on July 18 and 19, 2022 (no response)

Consultation pursuant to AB 52 has been completed and conditions have been added to the draft resolution which address cultural resources and procedures to preserving artifacts if found.

PUBLIC NOTIFICATION

Pursuant to California Government Code Sections 65090 to 65094, public notice must be given at least 10 days before the scheduled date of the hearing. The notice is required to state the date, time and place of the hearing, identify the hearing body, and provide a general explanation of the matter to be considered. Notice of this hearing was provided in accordance with PMC Section 17.10.050 in the following manner:

1. Published in a least one newspaper of general circulation in the City.
2. Mailed to the owners of property within a radius of 300 feet of the exterior boundaries of the property involved in the application.
3. Mailed to the owner of the subject real property or the owner's authorized agent and to each local agency expected to provide water, sewerage, streets, roads, schools, or other essential facilities or services to the proposed project.
4. Posted at City Hall.
5. Mailed to any persons who has filed a written request for notice.

Additionally, due to the size of the project, Staff provided additional notification/community engagement enhancements in the following manner:

1. Requiring a virtual community meeting hosted by the applicant (occurred on July 29, 2021.
2. Enhanced written notification for each hearing (7/25 Planning Commission and 10/18 Council) including:
    a. Increasing the radius of notification from 300 feet to 1500 feet, which increased the number of property owners in the vicinity who received notice from 44 to 448
    b. Providing an increased notification time period, from the standard 10 days in advance of the hearing to 21 days.
    c. Requiring the applicant to install large 4' X 8' signs in two key locations at the property letting the public know about the application and upcoming hearing opportunity in advance of the hearing.
3. Build out of an individual development project website with project information, plans, studies and hearing information, developed and maintained by City Staff.
4. Staff use of social media and/or the City's bi-weekly Administrative Report to notify public of upcoming development and link to project specific pages.

ATTACHMENT(S)

Attachment A Draft City Council Resolution with Exhibit A Conditions of Approval
Attachment B Pinole Vista Plan Set revised October 11, 2022
Attachment C Planning Commission Staff Report and Exhibits dated 7/25/2022
- Exhibit A Resolution 22-05 w/Condition of Approval
- Exhibit B CEQA Determination with Environmental Studies
- Exhibit C Plan Set 7/6/22, received 7/26/22
- Exhibit D Parking Study and TDM
- Exhibit E Economic Impact Study, prepared by Marin Economic Consulting, provided by the Applicant
- Exhibit F Fiscal Impact Analysis, prepared by The Natelson Dale Group, dated July 22, 2022

Attachment D Planning Commission Resolution No. Resolution 22-05, Recommending Approval of the Pinole Vista Development Project
Attachment E Minutes of the July 25, 2022, Planning Commission Meeting
Attachment F Revised Traffic Memo (W-Trans), dated August 24, 2022
Attachment G Revised Economic Impact Study by the Natelson Dale Group retained by the City of Pinole, dated October 3, 2022

ATTACHMENT A

RESOLUTION NO. 2022-XX
WITH EXHIBIT A: CONDITIONS OF APPROVAL

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING A COMPREHENSIVE DESIGN REVIEW (DR21-12), TREE REMOVAL PERMIT, AND DENSITY BONUS REQUEST TO CONSTRUCT A 223 APARTMENT COMPLEX LOCATED AT 1500 FITZGERALD DRIVE (APN 426-391-010) AND FINDING THE PROJECT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, ROIC LP, c/o Metrovation/Chris Cole Inc., (Applicant) filed an application with the City of Pinole for a Comprehensive Design Review, for the purpose of constructing 223 apartments housing units and in accordance with Title 17, of the Pinole Municipal Code (the "Project"); and

WHEREAS, the Project site is located on the south side of Fitzgerald Drive on a property identified as APNs 426-391-010); and

WHEREAS, the Project site has a General Plan Land Use Designation of Sub Service Area (SSA) and has a Specific Plan Land Use designation and Zoning designation of SSA/Appian Way Corridor/Commercial Mixed Use (CMU); and

WHEREAS, a new multifamily residential development is a permitted use on the Project Site subject to review and approval of a Comprehensive Design Review application; and

WHEREAS, the Applicant has proposed 15% affordability for the units in the Project and has requested a density bonus as permitted by State Law, including concessions and waivers; and

WHEREAS, this Project successfully implements numerous policies of the Community Character, Land Use and Economic, Housing, Circulation, Health and Safety and Sustainability Elements of the General Plan; and

WHEREAS, the Applicant has applied for concessions under the Density Bonus Law; and

WHEREAS, PMC Section 17.38.080 provides that whenever a project is requesting concessions under the Density Bonus Law, the City Council is the decision-making authority for all required permits for the project; and

WHEREAS, the Planning Commission reviewed the proposed Project on July 25, 2022, and after a notice public hearing, voted unanimously to recommend approval to

the City Council; and

WHEREAS, City of Pinole General Plan and Three Corridors Specific Plan were approved, and the Environmental Impact Report (SCH Number 2009022057) was certified on October 20, 2010, by Resolution Number 2010-88, and are hereby incorporated by reference; and

WHEREAS, in compliance with California Environmental Quality Act (CEQA), the City prepared a CEQA Analysis; and

WHEREAS, the CEQA Analysis uses streamlining provisions in accordance with CEQA Guidelines 15168(c)(2) and 15183 for consistency with the General Plan and Three Corridors Specific Plan and the certified Environmental Impact Report (EIR), as well as the categorical exemption Class 32, set forth in CEQA Guidelines Section 15332; and

WHEREAS, the CEQA Analysis identified environmental conditions of approval, which ensure implementation of applicable mitigation measures and policies set forth in the General Plan, Three Corridors Specific Plan and the corresponding EIR, and have been reviewed and agreed to by the project applicant, and the environmental conditions of approval have been included in the Conditions of Approval for the Project (attached as Exhibit A hereto); and

WHEREAS, the City Council has reviewed the CEQA analysis contained in Attachment E, Exhibit B of the City Council staff report for this Project dated October 18, 2022; and

WHEREAS, the City Council has considered the Project in light of the items listed in Municipal Code section 17.12.150(H); and

WHEREAS, the City Council held a duly noticed public hearing on October 18, 2022, and considered all public comments received, the presentation by City staff, the staff report and exhibits, and all other pertinent documents regarding the proposed request.

WHEREAS, a notice of public hearing was distributed to all property owners within 1500 feet of the Project site and a notice was published in the October 7, 2022, edition of the West County Times; and

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 Project is consistent with the programmatic

EIR previously certified by the City for the Three Corridors Specific Plan and the project is an infill development project, and therefore the Project exempt from further environmental review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15332 (Class 32-Infill Development Projects) and pursuant to Government Code section 65457 and CEQA Guidelines Section 15182 (Specific Plan Consistency) as further described in the CEQA analysis contained in Attachment C, Exhibit B to the staff report dated October 18, 2022.

BE IT FURTHER RESOLVED that the City Council of the City of Pinole hereby approves DR 21-12, and the related Density Bonus Requests, subject to the Conditions of Approval, applicable to the entire Project, attached as Exhibit A to this Resolution, and hereby makes the following findings, for the reasons provided in the Planning Commission Staff Report dated July 25, 2022, and City Council Staff report dated October 18, 2022 and incorporated by reference:

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.

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 the Three Corridors Specific Plan; and

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.

BE IT FURTHER RESOLVED that the City Council of the City of Pinole hereby approves a Tree Removal Permit for the Project, subject to the Applicant satisfying the applicable Conditions of Approval and requirements of Pinole Municipal Code Chapter 17.96.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the 18th day of October 2022**,** 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 18th day of October 2022

_____

Heather Bell, CMC
City Clerk

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
General Conditions				
1.	**CONVENANT –** The owner 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. The owner further agrees to provide a defense for the city in any such action.	Ongoing	Community Development Department/ Public Works Department	
2.	**APPROVAL OF CONDITIONS ON CONSTRUCTION PLANS** – These Conditions of Approval shall be included or referenced on the coversheet of the project improvement plan and building construction plans.	Prior to issuance of Building Permit	Community Development Department	
3.	**OCCUPANCY PERMITS –** Occupancy permits shall not be granted until construction is completed and finalized 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 Community Development Department.	Prior to Occupancy Permits	Community Development Department	
4.	**GENERAL –** All public improvements shall be made in accordance with the latest adopted Contra Costa County Standard Drawings and Specifications. All work	During Construction	Public Works Department	

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	shall conform to the applicable City ordinances. Good housekeeping practices shall be observed at all times during the course of construction. The storing of goods and materials on the sidewalk and/or street will not be allowed unless a special permit is issued. The owner's representative in charge shall be at the job site during all working hours.			
5.	**PERMITS REQUIRED BY OTHER AGENCIES** – The applicant shall obtain all permits that may be required by one or more federal, State, or local agency, service provider, or easement holder including but not limited to the following: State Department of Fish and Wildlife, Caltrans. Army Corps of Engineers, Bay Area Air Quality Management District, Kinder Morgan, EBMUD, and PG&E, County Flood Control and Water Conservation District, County Environmental Health, and the West Contra Costa Unified School District. If project is within jurisdiction of any of these agencies, verification of permit or waiver of permit must be given to the Community Development Department prior to issuance of any City permits. If the City is required to be party to the permit and an application and fee is required, the applicant shall reimburse the City for its cost. A Notice of Intent must be issued by the Regional Water Quality Control Board before a 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 Permits	Community Development Department	

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6.	**EXERCISE OF ENTITLEMENTS** – The applicant has two (2) years to exercise the entitlement. Entitlements shall be considered exercised when a Building Permit is are issued for the apartment structure. Requests for extensions shall be in accordance with Section 17.10.100.	Prior to issuance of Building Permit	Community Development Department	
Public Works Conditions				
7.	**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 a building permit and prior to any work being done in the City's right-of-way.**	Prior to issuance of Encroachment Permits	Public Works Department	
8.	**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 Public Works Department prior to the issuance of any City permits pursuant to PMC §15.36.	Prior to issuance of Permits	Public Works Department	
9.	**REFUSE AREA AND DESIGN –** The Project shall provide for service by the **City's contracted waste collection hauler**. The area and access to trash, recycling, and green waste containers shall be **approved in advance by the City** ~~The project shall provide for service by Republic Services. The area and access to trash,~~	Prior to the issuance of Building Permit	Public Works Department	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	~~recycling, and green waste containers shall be approved in advance by Republic Services.~~			
10.	**EROSION CONTROL PLAN** – The applicant shall submit an erosion control plan in accordance with the City's Grading Ordinance (PMC §15.36.190) 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 (PMC §08.20) the applicant shall submit: a. Storm Water Pollution Prevention Plan (SWPPP) b. Strom Water Control Plan (SCP) Certified by an Architect or Engineer. c. Operation and Maintenance.	Prior to issuance of Permits	Public Works Department	
11.	**PARKING LOTS** – The applicant shall submit plans for parking lots showing proper grading, drainage, and conformance to City engineering standards. The plans shall be prepared by a registered Civil Engineer and be approved by the Public Works Director.	Prior to issuance of Permits	Public Works Department	
12.	**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 a building or site development permit. All material hauling activities including but not limited to, adherence to approved route, hours of operation, dust control and street maintenance shall be the responsibility of the	Prior to issuance of Permits	Public Works Department	

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	applicant (as per Section 15.36.080 of the PMC). Violation of such may be cause for suspension of work.			
13.	**TREATMENT PLANT CAPACITY CONTRIBUTION –** The applicant shall pay sewer connection fees pursuant to PMC § 13.05.420 or such similar fees imposed by the West County Wastewater District, if applicable.	Prior to Issuance of Building Permits	Public Works Department	
14.	**SEWER USE FEES –** The applicant shall pay sewer use fees pursuant to PMC §13.05.430, or such similar fees imposed by the West County Wastewater District, if applicable.	Prior to issuance of Building Permits	Public Works Department	
15.	**CHARGES FOR PUBLIC WORKS** – The applicant shall deposit funds with the City to pay for all engineering, inspection and survey services that may be required during construction of the project in accord with PMC §13.05.430	Prior to issuance of Permits	Public Works Department	
16.	**INSPECTIONS** – The applicant shall notify the Public Works Department at least forty-eight (48) hours prior to staring any work pertaining to on-site drainage facilities, grading, or paving; all work in the City's right-of-way as per Section 15.36.230 of the Municipal Code.	Prior to Issuance of Permits	Public Works Department	
17.	**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. **An encroachment**	Prior to issuance of Building Permits	Public Works Department	

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	permit shall be secured prior to any work being done in the City's Right-of-Way and depending on the extent of the work, facilities that do not meet current ADA standards may be required to be upgraded. ~~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.~~			
18.	**STORM DRAINAGE STUDY** – The applicant shall submit a completed storm drainage study of the proposed project showing amount of run-off, and existing and proposed drainage structure capacities. This study shall be subject to review and approval by the City Engineer.	Prior to issuance of Building Permits	Public Works Department	
19.	**DRAINAGE PLANS** - The applicant shall prepare a construction drainage plan and final drainage plan for Public Works Department review and approval. The construction drainage plan will show how drainage will be handled during construction. The final drainage plan will show how drainage will be handled after construction is complete. The final plans shall demonstrate capacity to manage stormwater runoff. Site design shall avoid drainage of water from one property onto another property and shall be subject to approval by the City Engineer.	Prior to issuance of Building Permit	Public Works Department	
20.	**SIDEWALK, CURB AND GUTTER REPAIR** - The applicant shall repair and replace	Prior to	Public Works	

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	to existing City standards, any sidewalk, curb, ~~and~~ gutter, and roadways that are connected to the scope of this project that is damaged now or during construction of this project. A field visit shall be scheduled with Community Development Department and Public Works Department staff prior to the issuance of any construction permits to document pre-construction conditions in the field.	Occupancy	Department	
21.	**ADA CURB RAMPS** –The applicant shall construct ADA curb ramp(s) in accordance with applicable California Building Code and ADA requirements. ~~**WHEELCHAIR RAMP(S)** – The applicant shall construct all wheelchair ramp(s) in accordance with applicable California Building Code and ADA requirements~~.	During Construction	Community Development Department/ Public Works Department	
22.	**GRADING AND DEMOLITION PLANS** – The applicant shall obtain City approval for the project grading and demolition plans prior to issuance of building permits.	Prior to Issuance of Building Permit	Public Works Department	
23.	**CERTIFIED GRADED PAD** – A California-Licensed Engineer shall certify that the graded construction pads have been adequately compacted and designed to support the proposed buildings.	Ongoing through Construction	Public Works Department	

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24.	**CONSTRUCTION SITE INFORMATION** – A construction sign shall be installed on at the construction site that has contains contact person's name, mobile phone number, and email address shall be posted on the project site during the duration of construction. The property address shall be clearly marked during the construction process.	Ongoing through Construction	Public Works Department	
25.	**DEBRIS AND SOIL REMOVAL** All building debris shall be disposed of outside the City of Pinole to a legal dump site. **The applicant shall provide the Public Works Department with results of the excavated soil testing. If the excavated soil is acceptable fill material, the applicant will offer the City the first right of refusal to haul excavated soil at no cost to the City to a location within City Limits determined by the Public Works Director.** ~~**DEBRIS REMOVAL** – All building debris shall be disposed of outside the City of Pinole to a legal dump site.~~	During Construction	Community Development Department	
26.	**CONSTRUCTION ACTIVITIES –** The following provisions shall be followed during site excavation, public works, and building construction activities for the project: a. Work is restricted to between 7:00A.M. and 5:00 P.M. on weekdays. Work is restricted on federal holidays. Work is allowed on holidays occurring on weekdays that are 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	During Construction	Community Development Department	

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	~~a.~~b. When Pinole Middle School/West County Mandarin School (1575 Mann Drive) is in session, all construction related traffic on Appian Way shall be prohibited during designated pick-up and drop-off hours. c~~b.~~ Earth haul and materials delivery to and from the site will be prohibited between the hours of 7:00 - 9:00 A.M. and 3:00 - 6:00 P.M. ~~c~~d. All construction vehicles should be properly maintained and equipped with exhaust mufflers and meet State and Federal standards. ~~d~~e. 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~~f. Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operation. ~~f~~g. All excavated materials shall be covered with a tarp during transit to and from the site.			
27.	**CONSTRUCTION WASTE MANAGEMENT PLAN** – The Applicant shall submit to the Community Development Department a pre-construction waste	Prior to Issuance of Permits	Community Development	

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	management plan prior to the issuance of any construction permit to satisfy the CALGreen Building Code requirements.		Department	
28.	**CONSTRUCTION WASTE MANAGEMENT REPORT – DEBRIS REMOVAL** – The applicant shall complete post-construction waste management report for review and approval by the Community Development 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 Issuance of Permits	Community Development Department	
29.	**PRE-CONSTRUCTION MEETING –** The applicant's construction contractor(s) shall attend a pre-construction meeting as needed with City Staff to coordinate satisfaction of conditions of approval during construction.	Prior to Issuance of Permits	Community Development s Department/ Public Works Department	
30.	~~**INSTALLATION OF LIGHTED CROSSWALK** The applicant shall install a lighted crosswalk at the Fitzgerald Drive and the main entrance to the apartment complex~~ **IMPROVEMENTS TO FITZGERALD DRIVE –** The applicant shall make the following improvements to Fitzgerald Drive:	Prior to the issuance of Occupancy Permit	Community Development s Department/ Public Works Department	

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	a. Install a pedestrian activated Rectangular Reflective Flashing Beacon (RRFB) on the north -and south side of Intersection 2 of the Development Plan dated 9/13/2022. b. Install a pedestrian refuge island on Fitzgerald Avenue and ADA ramps for sidewalk access at the crosswalk running north and south of Fitzgerald Drive at Intersection 2 pf the development plan dated 9/13//2022. c. Submit Plans making Intersection 1 (driveway closest to Best Buy) a right-in and right-out ingress and egress. Prior to installation of improvements, all plans shall be reviewed and approved by the City Engineer. d. Install ADA ramps for sidewalk access running east/west along Fitzgerald Drive at intersection 1 and 2 of the development plan dated 9/13/2022. e. The applicant shall submit an Engineer Estimate for right in and right out improvements at Intersection 2 of the development plan dated 9/13/2022 to be reviewed and approved by the City Engineer. The applicant shall submit bond for the cost of improvements. ~~a.~~f. The applicant shall monitor traffic conditions of Intersection 2 for one year submitting quarterly reports to the City once the project reaches 80 percent of capacity or after two years from the Certificate of Occupancy which ever come first.			
31.	**SOILS REPORT –** A soils A soils report containing all design recommendations of	Prior to Issuance	Community	

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	footings, retaining walls and any other information pertinent to the soil condition shall be required. The soils report shall be prepared by a licensed soils engineer or geologist.	of Permits	Development s Department/ Public Works Department	
32.	**PRE-CONSTRUCTION MEETING** – The applicant's construction contractor(s) shall attend a pre-construction meeting as needed with City Staff to coordinate satisfaction of conditions of approval during construction.	Prior to Issuance of Permits	Community Development s Department/ Public Works Department	
33.	**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 or construction	Prior to Issuance of Permits	Public Works Department	
34.	**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	Prior to Issuance of Permits	Public Works Department	

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	orderly condition to the satisfaction of the Public Works Director.			
35.	**PUBLIC WORKS INSPECTIONS**—The applicant shall notify the Public Works Department at least forty-eight (48) hours prior to the starting any work pertaining to on-site drainage facilities, grading, or paving, as well as any work in the City's Right-of-Way as per Section 15.36.230 of the PMC. The applicant shall arrange all inspections with the Public Works Inspector.	During Construction	Public Works Department	
Community Development Conditions				
36.	**AFFORDABLE HOUSING AND DENSITY BONUS AGREEMENT** – The applicant shall execute the Affordable Housing Regulatory Agreement, Density Bonus Agreement and Declaration of Restrictive Covenants and record the documents in the Official Records of Contra Costa County.	Prior to Occupancy Permit	Community Development Department	
37.	**UTILITIES** – All electrical, telephone, water, C.A.T.V. and similar utility services which provide service to the subject building shall be installed underground. All transformers, meter boxes, etc., shall be screened from view wherever possible.	Prior to Occupancy Permits	Community Development Department/ Public Works Department	
38.	**EXTERIOR MATERIAL AND COLORS –** All exterior materials and colors shall	Ongoing	Community	

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	reflect those in the plan set approved by the Planning Commission. Once installed, all improvements are to be maintained in accordance with the approved plans. Any changes which affect the exterior character shall be resubmitted to the Community Development Department for review and approval. Minor changes may be approved by the Planning Manager. Any changes determined by the Community Development Department to be significant may be referred to the Planning Commission after conferring with the Chair of the Planning Commission.		Development Department	
39.	**PARKING MANAGEMENT PLAN** – The applicant shall submit a final parking management plan for review and approval by the Planning Manager.	Prior to Issuance of Building Permit	Community Development Department	
40.	**PARKING –** The applicant shall demonstrate that the parking requirements under Chapter 17.48 of the PMC and any other building code requires for the proposed development have been fulfilled. Each parking space designated for compact cars shall be identified with a pavement marking reading “Compact Only”, or its equivalent. All parking spaces intended to satisfy on-site parking requirements shall be located within the project site boundaries. Additional parking may be used to satisfy on-site parking requirements if project site boundaries change as a result of a recorded lot line adjustment or a shared parking agreement with an abutting property owner is recorded. In no case shall a shared parking agreement remove required parking for the Shopping Center.	Prior to Issuance of Building Permit	Community Development Department	

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41.	**PARKING OCCUPANCY SURVEY** – A parking occupancy survey shall be conducted on the property when 100 percent of the residential units is occupied to document the actual parking characteristics of the project and if necessary, determine changes to the strategies implemented at the site, including such as adjustments to the use of the parking spaces with the existing shopping center, to ensure that the parking demand generated by the site can be met. The survey shall be provided to the City and shall include any proposed recommendation changes to meet demand, if needed.	At 100 percent of Residential	Community Development Department	
42.	**PARKING EVALUATION** – The owner shall on an annual basis evaluated parking demand and the number of offsite vehicular spaces needed. In the case of a deficit, the owner shall employ innovative solutions to reduce parking demand (such as e-bike sharing facilities) and negotiate with offsite property owners to adjust the number of spaces to meet parking demand. A written report detailing the parking evaluation shall be submitted to the Planning Manager on an annual basis. The Planning Manager shall determine whether the number of offsite parking spaces should be adjusted based on the annual parking evaluation and any further information that may be needed.	Ongoing	Community Development Department	
43.	**LIGHTING** – The plan set shall include final lighting fixtures proposed on site. Lighting shall be consistent with the illumination levels and requirements under Pinole Municipal Code Chapter 17.46, or as otherwise required for the Building	Prior to Issuance of Occupancy Permit	Community Development Department	

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	Division and Police Department for code compliance and safety. Any lighting used shall be so arranged as to reflect the light away from adjoining properties or public streets.			
44.	**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 screened from view. All wall mounted heating units or air conditioners shall be flush-mounted or screened from view.	During Construction	Community Development Department	
45.	**PARKING LOT LIGHTING** – Lights shall be provided in the parking area. All lighting used to illuminate such parking facilities shall be approved by the Planning Commission. Any lighting used shall be so arranged as to reflect the light away from adjoining residential areas or public streets. Lighting shall be installed with the intent to provide only as much light as is necessary for public safety and shall satisfy the requirements of Chapter 17.46 of the PMC.	Prior to Issuance of Occupancy Permit	Community Development Department	
46.	**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 Occupancy Permits	Community Development Department	
47.	**TRASH ENCLOSURES –** All trash enclosures shall be constructed of sturdy,	Prior to	Community	

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	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. Trash enclosures shall be covered.	Occupancy Permit	Development Department	
48.	**NOISE STANDARDS** - The noise standards established in the General Plan shall be applicable to all developments. These noise standards apply to exterior and are: RESIDENTIAL / COMMERCIAL / INDUSTRIAL 60 dBA (Day) / 65dBA (Day & Eve) / 75 dBA (All) 55 dBA (Eve) / 60 dBA (Night) 50 dBA (Night) Day: 7 a.m. to 7 p.m.; Evening: 7 p.m. to 10 p.m.; Night: 10 p.m. to 7 a.m.	Ongoing	Community Development Department	
49.	**SCHOOL, GROWTH AND PARK IMPACT FEES** – Prior to issuance of a building permit, the applicant shall pay all applicable school, growth (as per Chapter 3.20 of the Municipal Code) and park (as per Chapter 16.28 of the Municipal Code) impact fee.	Prior to Issuance of Building Permit	Community Development Department	
50.	**SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM (STMP) FEE** – Prior to issuance of a building permit for new construction the applicant shall pay the applicable STMP fee, pursuant to PMC §16.30.	Prior to Issuance of Building Permit	Community Development Department	

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51.	**DEVELOPMENT IMPACT FEE** – The applicant shall pay all applicable development impact fees prior to issuance of the building permit	Prior to issuance of Building Permit	Community Development Department	
52.	**COST ESTIMATE** – The applicant shall obtain a cost estimate of construction permitting, including plan check and impacts fees, prior to submitting an application for a building permit.	Prior to Submittal of a Building Permit	Community Development Department	
53.	**GEOTECHNICAL REPORT AND FOUNDATION DESIGN** – The project shall implement the recommendations of the Geotechnical Investigation prepared by Miller Pacific Engineering Group, November 1, 2021. The project shall avoid the use of driven piles for creation of a deep foundation system. Where there are no alternatives to the use of driven piles, the project may be subject to reconsideration by Planning Commission and revised project documentation to on potential impacts, as deemed necessary by the Community Development Director.	Prior to issuance of Building Permit	Community Development Department	
54.	**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 Community Development Department for review and approval prior to the issuance of a building permit. The landscape plan shall comply with Chapter	Prior to issuance of Building Permit	Community Development Department	

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	15.54 and Chapter 17.38 of the Municipal Code, be in compliance with Condition No. 63 and 64 and shall include the following: a. Sizes, species, locations of all plant materials. b. Location of all trees (6 inches in diameter or greater). c. Irrigation plan indicating all components of the irrigation system including sprinklers and other outlets, valves, backflow prevention devices, controllers, and piping. d. All trees to be a minimum of 15 gallon, double staked and all proposed shrubs on site shall be a minimum of 5 gallon. e. Native tree species shall be used to the maximum extent as possible in the planting of new trees, with any non-natives proposed supported with a statement by the landscape architect explaining the planting palette.			
55.	**LANDSCAPING MAINTENANCE** – The property owner shall ensure landscaping areas are maintained and that dead trees and vegetation shall be replaced.	Ongoing	Community Development Department	
56.	**WATER EFFICIENT LANDSCAPE** – The project shall demonstrate compliance with water efficient landscape requirements pursuant to Chapter 15.54 of the	Prior to Issuance of Building	Community Development	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	PMC for review with the building permit plans.	Permit	Department	
57.	**CONSTRUCTION FENCING PLAN –** The applicant shall prepare and submit a final fencing plan for the construction fencing for review and approval by the Community Development Director. All fencing for construction purposes shall be durable and remain in good throughout the life of the construction of the project.	Prior to Issuance of Building Permit	Community Development Department	
58.	**PERIMETER FENCING AND GATES PLAN –** The applicant shall prepare and submit a perimeter fencing and gating plan for review and approval by the Community Development Director in consultation with the Planning Commission Ad-Hoc Committee and the Pinole Police and Public Works Department. The perimeter fencing and gating for the project shall clearly delineate and separate the residential areas from the commercial shopping center, be at least 48 inches in height, constructed of attractive and high- quality materials and remain in place through the life of the residential building.	Prior to Issuance of Building Permit	Community Development Department	
59.	**PARKING LOT LANDSCAPE REQUIREMENTS** - All parking areas in excess of 30 stalls shall provide a minimum landscaped area of five feet in width where the facility adjoins a property line. The perimeter-landscaped strip may include any landscaped yard or landscaped area otherwise required and shall be continuous, except for required access to the site of to the parking. Interior landscaping within a parking lot containing 12 of more stalls shall include a minimum of one 15-gallon tree for each four parking spaces as per Section 17.24.050 (c) of the Municipal Code.	Prior to Issuance of Building Permit	Community Development Department	

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60.	**LANDSCAPING CERTIFICATE OF COMPLETION –** A Certificate of Completion shall be submitted by either the signer of the landscape design plan, the signer of the irrigation design plan, or the licensed landscape contractor certifying that the landscape project has been installed per the approved Landscape Documentation Package.	Prior to Occupancy	Community Development Department	
61.	**TREE REMOVAL –** The applicant shall note the location of all mature trees (4 inches in diameter at breast height (measured 4.5 feet above natural grade) or greater) to be removed from the project site and submit a tree permit application prior to issuance of a building permit	Prior to the Issuance of Building Permit	Community Development Department	
62.	**ARBORIST REPORT –** The project shall comply with the recommendations in the Arborist Report, prepared by WRA Environmental Consultants, dated October 26, 2021, for tree protection and preservation guidelines.	Prior to Issuance of Building Permits	Community Development Department	
63.	**STANDARD TREE REPLACEMENT REQUIREMENTS** – All trees that are removed from the site shall be replaced in accordance with the replacement table for existing trees. Any non-protected 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	Prior to Occupancy Permits	Community Development Department	

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<table>
<tr><th></th><th></th><th>Timing/ Implementation</th><th>Monitoring Department / Division</th><th>Verification (date and Signature)</th></tr>
<tr><td></td><td>
<table>
<tr><th>Size of Tree to be removed (Trunk Diameter)</th><th>36 Inch Box</th><th>24 Inch Box</th><th>15 Gallon</th><th>5 Gallon</th></tr>
<tr><td>6” to18”</td><td>1</td><td>2</td><td>10</td><td>15</td></tr>
<tr><td>18” to 24”</td><td>2</td><td>4</td><td>15</td><td>25</td></tr>
<tr><td>24” to 36”</td><td>3</td><td>6</td><td>20</td><td>45</td></tr>
<tr><td>36” & Over</td><td>4</td><td>8</td><td>30</td><td>60</td></tr>
</table>
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" tree may be replaced with six 24" box trees or three 24" box trees plus ten 15-gallon trees or one 36" box tree plus four 24" box trees, etc.</td><td></td><td></td><td></td></tr>
<tr><td>64.</td><td><u>PROTECTED TREE REPLACEMENT REQUIREMENTS -</u> All trees designated as Protected trees pursuant to PMC Chapter 17.98, and which are approved for removal through a Tree Removal Permit issued by the City shall be replaced at a ratio of two replacement trees for each removed Protected tree and in compliance with the following:</td><td>Prior to the Issuance of Building Permit (tree removal plan)</td><td>Community Development Department</td><td></td></tr>
</table>

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	a) For each removed Protected tree, one 48-inch or 60-inch box tree, and one 36-inch box trees shall be planted as replacement trees. b) The species of replacement trees and exact planting location is subject to review and approval by the Community Development Director, in consultation with the Planning Commission Ad-Hoc Subcommittee. c) The species selection shall be drought-tolerant and native, shall complement the architectural design of structures on the site, and shall be suitable for the soil and climatic conditions specific to the site. d) A protected tree removal plan, pursuant to PMC Section 17.96.060.D, shall be submitted indicating which protected trees can be removed and shall be used by the Community Development Director to issue a protected tree removal permit in compliance with the action taken on the entitlements.	Prior to Occupancy Permits (installation of landscaping)		
65.	**CHILDREN'S PLAY AREA-** The applicant shall revise the plans to include an additional children's play space in one of the courtyards. The play space may be for active children's play, if space allows, or for passive play. The plans shall be reviewed for comment by the Planning Manager prior to submittal to the City.	Prior to the Issuance of Building Permit	Community Development Department	
66.	**CONFORMANCE WITH APPROVED PLANS –** All building permit drawings and subsequent construction shall substantially conform to the approved planning application drawings. Any modifications must be reviewed by the Planning Manager who shall determine whether the modification requires additional	Prior to Issuance of Building Permits	Community Development Department	

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	approval of the Planning Commission or City Council.			
67.	**MODIFICATION OF APPROVED PLANS** – Failure to obtain prior approval to modify the approved plans may result in a fine equal to double the original planning application permit fee and/or withholding of the occupancy permit until such time as the modification(s) to the plans has been reviewed by the Planning Commission or City Council.	Ongoing	Community Development Department	
68.	**VIOLATION/PENALTY –** Any person, firm or corporation, whether as principal, agent employee or otherwise, violating any of the provisions in Title 17 of the Municipal Code or any condition of an approval, permit or license granted pursuant to the provisions of this same title shall be deemed guilty of an infraction, punishable on the first offense by a fine not exceeding one hundred dollars, and on the second offense by a fine not exceeding two hundred dollars and on the third offense and subsequent violation by a fine not exceeding five hundred dollars and shall be deemed guilty of a separate offense for each and every day during any portion of which any violation of this title is committed, continued or permitted by such person, firm or corporation.	Ongoing	Community Development Department	
69.	**STREET ADDRESS ASSIGNMENT** – An Address Assignment Plan for the project shall be submitted for review and approval and shall be reflected in the	Prior to issuance of Building Permit	Community Development Department	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	submitted building plans.			
70.	**SITE MAINTENANCE** – The construction site shall be cleaned of garbage and debris on a daily basis and maintained in an orderly fashion. All construction equipment shall be secured at the end of each day of construction.	Ongoing through end of construction	Community Development Department	
Building Conditions				
71.	**BUILDING CODES –** At time of issuance of building permits, the building shall comply with Chapter 15 of the Municipal Code and State Title 24 and the U.S. Americans with Disabilities Act.	Prior to issuance of Building Permit	Building Division	
72.	**INSPECTIONS** – The applicant shall arrange all inspections with the Building Division, Fire Department, and Public Works Department. All Building Division inspection requests shall be made at least 24 hours in advance.	Prior to issuance of Occupancy Permits	Building Division	
73.	**GEOTECHNICAL/SOILS REPORT** - A geotechnical/soils report containing all	Prior to issuance	Community	

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	design recommendations of footings, retaining walls and any other information pertinent to the soil condition shall be required and submitted with the permit application. The soils report shall be prepared by a licensed soils engineer or geologist.	of Permits	Development Department / Public Works Department	
74.	**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 Building Permit	Building Division	
75.	**DESIGN-LEVEL GEOTECHNICAL INVESTIGATION** – The applicant shall submit a design-level geotechnical exploration, which includes performance of a soil boring or other exploration in the southeast corner of the property in order to confirm continuous soil stratigraphy and a lack of evidence indicative of nearby faulting.	Prior to issuance of Permits	Community Development Department / Public Works Department	
76.	**PLAN CHECK FEES –** A plan check fee shall be paid to the Building Division at time of submission of plans pursuant to PMC §15.02.060	Prior to issuance of Building Permit	Building Division	
77.	**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 pursuant to PMC	Prior to issuance of Building Permit	Building Division	

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	§5.04.020.			
78.	**SMOKE DETECTORS –** Smoke detectors are required in all residential units pursuant to PMC §12.10(a) and applicable Building Code.	Prior to issuance of Occupancy Permits	Building Division	
79.	**ADDRESSING –** Prior to issuance of a "Certificate of Occupancy" or final building inspection approved numbers and addresses shall be installed on all buildings in compliance with Section 15.02.050 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 within a multiple family, commercial and industrial complex shall have an address on it. If there is more than one building per address, each building shall have an address that is unique from the other buildings. d. Each multiple family unit shall have an address attached to the door or near the door that clearly identifies it.	Prior to issuance of Certificate of Occupancy	Building Division	

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	e. Addressing plans for multiple family, commercial and industrial complexes shall be submitted for review.			
80.	**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."	Prior to Construction	Building Division	
81.	**CONSTRUCTION NUISANCE PREVENTION** – The following provisions shall be followed during all construction activities for the project a. Prior to any earth hauling operations, the applicant shall submit a Hauling Plan for review and approval by the City Engineer. ~~b. When Pinole Middle and/or West County Mandarin School (1575 Mann Drive) is in session, all construction related traffic on Appian Way shall be prohibited during designated pick-up and drop off hours.~~ ~~c.~~b. All construction vehicles shall be properly maintained and equipped with exhaust and mufflers that meet state and federal standards. ~~d.~~c. Newly disturbed soil surfaces shall be watered down regularly by a water truck maintained on-site during all daylight hours discontinue	Ongoing	Building Division	

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	when winds speed reach 15mph			
Police Department Conditions				
82.	**FIBER OPTICS** – A fiber optics pathway shall be installed from the project site to the nearest existing fiber optics connection point to the satisfaction of the Building Official. Specifications for the pathway, fiber, interfacing equipment, and junction boxes are available at the Police Department. The equipment necessary to interface with the fiber optics shall be in place in the alarm control panels (fire, burglar, etc.) upon completion of construction	Prior to Certificate of Occupancy Permit	Police Department	
83.	**DOORS AND ROOF HATCHES** – The following conditions shall be met to the satisfaction of the Building Official prior to issuance of a Certificate of Occupancy. a. 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. b. All doors described above shall be equipped with the following locking mechanisms: Dead Bolt Locks: i. A minimum of ¾ inch diameter by 1-inch throw.			

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	ii. High security case hardened bezel around the locking mechanism. iii. Made of case-hardened steel. iv. High security striker plate (4-screw type, screws a minimum of 1½ inches long). c. All double doors shall have a dead bolt lock, as described in b above, 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, above. d. 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. e. 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.			

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	f. All roof hatches (access to roof) shall be securely locked from the inside. Dead bolt or similar locking mechanism is recommended.			
84.	**WINDOWS AND SLIDING GLASS DOORS** – All windows that are accessible from the ground, balconies, walkways, trees, fences, and roof shall be equipped with an auxiliary locking mechanism in addition to the standard manufacturer's lock.	Prior to Certificate of Occupancy Permit	Police Department	
85.	**ALARM SYSTEM (MULTI-FAMILY)** – Each individual unit shall be equipped with a burglar alarm system, carbon monoxide detectors, and smoke detectors installed by state licensed contractor. The system shall include: a. Full perimeter coverage to include all doors requiring locks, windows, skylights, and roof hatches. b. Interior backup protection such as motion detectors, contracts on key interior doors and glass breakage detection. c. Battery backup power system with charging system. System shall be hardwired. ~~a.~~**d. All carbon monoxide and smoke detectors shall be installed in each unit.**	Prior to Certificate of Occupancy Permit	Police Department	
86.	**LANDSCAPING**	Prior to	Police	

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	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. Bushes/dense vegetation trimmed to 2' or less c. Trim tree canopies to 6' or higher d. All trees shall be planted a sufficient distance from the buildings so that upon reaching maturity they will not provide roof access.	Certificate of Occupancy	Department	
87.	**PUBLIC AREA LIGHTING** a. 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. b. 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. c. Except as otherwise noted, all security light fixtures shall be mounted a minimum of 10 feet above ground. d. All required lighting shall be equipped with a photoelectric cell or equivalent technology to turn it on at sunset and off at daybreak. e. All areas where video camera surveillance is required shall meet the standards for the camera selected and approved by the Police Department.	Prior to Certificate of Occupancy	Police Department	

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	f. 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 for the overall project site. g. Lighting shall be on a timer for evening hours. h. ~~The front parking lot is dark. The recommendation is to update l~~Lighting in the parking area adjacent to the commercial center shall be ~~to~~ LEDs and follow~~ing~~ the current foot candle requirement ~~as part of~~consistent with the overall project.			
88.	**RADIO RECEPTION** - Prior to occupancy, the owner shall contact the Police Department to provide Police with the opportunity to test radio reception in the buildings to identify any reception issue.	Prior to Certificate of Occupancy	Police Department	
89.	**ARCHITECTURAL COMMENTS** – Rooftop: The project shall include general safety features associated with people congregating on the roof tops and the play structure on the apartment roof shall have adequate perimeter height to promote safety.	Prior to Certificate of Occupancy	Police Department	
90.	**EXTERNAL VIDEO SURVEILLANCE** – Video surveillance cameras shall be required, including all outdoor common areas. Management and employees shall be required to know how to operate the system and playback of files shall be	Prior to Certificate of Occupancy	Police Department	

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	compatible with Windows Media Player. Placement of the video surveillance cameras shall be established by the Police Department after review of the plans and intended use of the project. Cameras shall be capable of being monitored from the Police Department upon completion of project.			
Fire Department Conditions of Approval				
91.	**FIRE CODE CONFORMANCE** – Compliance with the 2019 CFC (California Fire Code), 2019 CBC, (California Building Code) the 20149 NFPA 13 Standards, the NFPA 72 standards, and all local ordinances as they apply to the occupancy and use of the proposed structure and shall be enforced for the scope of work and occupancies of the project redevelopment plan. Compliance with all other NFPA standards is required where applicable and to the satisfaction of the Fire Marshall and/or Fire Chief.	Prior to issuance of Building Permit	Fire Department	
92.	**CONSTRUCTION PLANS FOR FIRE PREVENTION** – Prior to issuance of a building permit, building construction plans and plans for fire extinguishing system shall be submitted for Fire Code plan check.	Prior to issuance of Building Permit	Fire Department	
93.	**TURNING RADIUS –** Fire apparatus turning radius shall be in compliance with the	Prior to issuance	Fire	

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	Contra Costa County Standard to accommodate the largest fire truck apparatus.	of Building Permit	Department	
94.	**FIRE EXTINGUISHING SYSTEM** - An automatic fire extinguishing/ sprinkler system is required to be installed	Prior to issuance of Building Permit	Fire Department	
95.	**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. Fire apparatus turning radius shall be in compliance with the Contra Costa County Standard to accommodate the largest fire truck apparatus	Prior to issuance of Building Permit	Fire Department	
96.	**ADDRESS** – Addresses shall be a minimum of 6" on a contrasting background visible from the street pre/post construction. Exterior elevated corners of structures shall have 12" numbers.	Prior to Building Permit Final	Fire Department	
97.	**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 Permit Final	Fire Department	
98.	**WATER SUPPLY SYSTEM** – Prior to issuance of a building permit there shall be an approved and tested water supply system capable of supplying the required	Prior to issuance of Building	Fire Department	

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	fire flow as determined by the Fire Chief or Fire Marshall. Water supply system for staged construction shall provide required fire flows.	Permit		
99.	**FIRE PREVENTION FEES AND INSPECTION** – Prior to issuance of a Certificate of Occupancy or final building inspection, the applicant shall pay all applicable fees in accordance with the City's Master Fee Schedule and obtain an inspection from the Fire Department. All meetings and inspections shall require a 48-hour advanced notice.	Prior to issuance of Building Permit	Fire Department	
100	**FIRE TRAINING** – The applicant shall meet with the Fire Department for the purposes of utilizing existing structures for Fire Training exercises prior to issuance of a demolition permit.	Prior to issuance of Building Permit	Fire Department	
Environmental Conditions				
101	**EVN-AQ-1:** During all construction activities including demolition and ground disturbance activities, on and offsite, the contractor shall implement the latest BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust as follows: a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded	Prior to issuance of Building Permit	Community Development Department	

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	areas, and unpaved access roads) shall be watered two times per day. b. All haul trucks transporting soil, sand, or other loose material shall be covered. c. All visible mud and 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. d. All vehicle speeds on unpaved roads shall be limited to 15 mph. e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as practicable. Building pads shall be laid as soon as practicable after grading unless seeding or soil binders are used. f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper working condition prior to operation.			

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	h. A publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints shall be posted on the project site prior to the initiation of construction activities. 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.			
102	**EVN-BIO-1:** To avoid and minimize potential impacts to nesting birds including passerines and raptors, the following measures shall be implemented: 1. Grading or removal of potentially occupied habitat should be conducted outside the nesting season, which occurs between approximately February 1 and August 31. 2. If grading between August 31 and February 1 is infeasible and groundbreaking must occur within the nesting season, a pre-construction nesting bird survey (migratory species, passerines, and raptors) of the potentially occupied habitat (trees, shrubs, grassland) shall be performed by a qualified biologist within 7 days of groundbreaking. If no nesting birds are observed no further action is required and grading shall occur within one week of the survey to prevent "take" of individual birds that could	Prior to issuance of Building Permit	Community Development Department	

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	begin nesting after the survey. 3. If active bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the occupied habitat until the young have fledged, as determined by a qualified biologist. 4. The radius of the required buffer zone can vary depending on the species, (i.e., 75-100 feet for passerines and 200-500 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified biologist in consultation with CDFW. 5. To delineate the buffer zone around the occupied habitat, construction fencing shall be placed at the specified radius from the nest within which no machinery or workers shall intrude. 6. Biological monitoring of active nests shall be conducted by a qualified biologist to ensure that nests are not disturbed and that buffers are appropriate adjusted by a qualified biologist as needed to avoid disturbance. 7. No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1 unless it is determined by a qualified ornithologist/biologist that the young have			

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	fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones, or that the nesting cycle is otherwise completed.			
103	**EVN-BIO-2:** Prior to any tree removal or alteration, the applicant shall obtain approval from the City of Pinole to implement a plan for tree preservation and replacement in accordance with the City's Tree Removal Permit. Replacement of protected trees onsite shall be replaced by either planting trees onsite as part of the development over and above the landscaping that would otherwise be required at a value equal to the value of the protected trees that will be removed, or through the payment of an in-lieu fee to the City in an amount equal to the value of the protected trees that will be removed.	Prior to issuance of Building Permit.	Community Development Department	
104	**EVN-CUL-1:** To ensure the Project does not result in impacts to buried archaeological resources onsite, if present, the following shall be implemented: a. **Training**. Prior to commencement of ground-disturbing activities, a Secretary of the Interior-qualified archaeologist shall conduct a preconstruction training for construction personnel. The training shall familiarize individuals with the potential to encounter prehistoric artifacts or historic-era archaeological deposits, the types of archaeological material that could be encountered within the Project Area, and the requirement for a monitor to be present during initial ground-disturbing	Prior to issuance of Grading Permit	Public Works Department	

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	activities. b. **Monitoring**. During initial ground disturbing activities on native soils, a Secretary of the Interior-qualified archeologist shall conduct mechanical presence/absence exploration in the portions of the Project Area that will be subject to ground disturbing activities to verify the presence/absence of prehistoric archaeological resources associated with CA-CCO-421 (P-07-000453). The presence/absence exploration shall access the stratigraphy extending to the depth of the proposed excavation in the respective area. The Archaeologist shall also monitor subsequent initial ground disturbing activities in native soil. The monitor shall have the authority to temporarily halt work to inspect areas as needed for potential cultural materials or deposits. Daily monitoring logs shall be completed by the monitor. c. **Post-review Discoveries**. In the event that cultural resources are exposed during construction, all earth work occurring within 100 feet of the find shall be immediately stopped until a Secretary of Interior-qualified Archaeologist inspects the material(s), assess historical significance, consults with Tribes and other stakeholders as needed, and provides recommendations for the treatment of the discovery. d. **Archaeological Monitoring Report**: Within 60 days following completion of construction work, an archeological monitoring report shall be			

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	submitted to the City. The report shall include the results of the monitoring program (even if negative), a summary of any findings or evaluation/data recovery efforts, and supporting documentation (e.g., daily monitoring logs).			
105	**EVN-CUL-2:** In the event that human remains are encountered within the Project Area during Project-related, ground-disturbing activities, all work must stop, and the County Coroner immediately notified of the discovery. If the County coroner determined that remains are, or are believed to be Native American, then the Native American Heritage Commission must be contacted by the Coroner so that a "Most Likely Descendant" (MLD) can be designated to provide further recommendations regarding treatment of the remains. A Secretary of Interior-qualified Archaeologist should also evaluate the historical significance of the discovery, the potential for additional human remains to be present, and to provide further recommendations for treatment of the resource in accordance with the MLD recommendations. Federal regulations require that Native American human remains, funerary objects, and object of cultural patrimony are handed consistent with the requirement of the Native American Graves Protection and Repatriation Act.	During Construction	Community Development Department	
106	**EVN-GEO-1**: The applicant shall incorporate the recommendations of the Project Geotechnical Report prepared by Miller Pacific Engineering Group	Prior to issuance of Grading	Public Works Department	

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CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	(November 1, 2021) into construction drawings. As determined by the City Engineer and/or Chief Building Official, all applicable recommendations set forth in the in Geotechnical Report prepared for the subject property, including, but not limited to grading, excavation, foundations systems, and compaction specifications shall be incorporated. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports and/or to the satisfaction of the City Engineer/Chief Building Official have been incorporated into the design of the project. Nothing in this mitigation measure shall preclude the City Engineer and/or Chief Building Official from requiring additional information to determine compliance with applicable standards. The geotechnical engineer shall inspect the construction work and shall certify to the City, prior to issuance of a certificate of occupancy that the improvements have been constructed in accordance with the geotechnical specifications.	Permit		
107	**EVN-GEO-2:** Prior to issuance of a grading permit, an erosion control plan along with grading and drainage plans shall be submitted to the City Engineer for review. The project shall comply with stormwater management requirements and guidelines established by Contra Costa County under the Contra Costa Clean Water Program Stormwater C.3 Guidebook and incorporate Contra Costa County	Prior to issuance of Grading Permit	Public Works Department	

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	best management practices for erosion and sediment control for construction. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City's Erosion Control requirements, Chapter 15.36.190 of the Municipal Code. Plans shall detail erosion control measures such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during all construction activity.			
108	**EVN-GEO-3:** Should any potentially unique paleontological resources (fossils) be encountered during development activities; work shall be suspended within 50 feet of the discovery and the City of Pinole Planning Division of the Community Development Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist. The project proponent shall be required to implement any mitigation necessary for the protection of paleontological resources. The City and the project applicant shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries. The City and the project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.	During Construction	Community Development Department	

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
109	**HAZ-1:** The Project applicant shall implement the following Best Management Practices (BMPs) regarding potential soil hazards: a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner or if designated for off-site disposal at a permitted facility, the soil shall be loaded, transported, and disposed of in a safe and secure manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal laws, the Regional Water Quality Control Board (RWQCB), the Contra Costa Environmental Health Services Department, and the City of Pinole. b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Pinole, the RWQCB and/or Contra Costa Environmental Health Services Department.			

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
110	**HAZ-2** Prior to issuance of any demolition, grading, or building permit, the applicant shall submit a report resulting from a comprehensive asbestos survey and, if asbestos containing materials (ACM) are identified onsite, plans for safe removal. If ACM are verified, the applicant shall prepare an Operations and Maintenance (O&M) Safety Plan and receive approval of the O&M Plan by the City of Pinole Fire Department. The purpose of the O&M Plan is to establish protocol for the removal and disposal of ACM and shall also address the potential for accidental discovery of hazards and hazardous materials during construction activities including lead-based paints and groundwater contamination. Said plans shall be implemented during demolition and construction activities including the following: a) Use appropriate site control measures such as wet methods to minimize airborne dust generation. b) Identify construction worker protection plan for handing ACM. c) Characterize material export and proper disposal requirements.	Prior to issuance of Demolition, Grading, and Building Permits	Community Development Department/ Public Works Department	

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	Notification requirements to the Bay Area Air Quality Management District in accordance with the Asbestos Demolition and Renovation Program requirements			
111	**EVN-HYD-1:** Prior to issuance of a building permit, the applicant shall prepare a design-level Stormwater Management Plan that incorporates stormwater management requirements and best management practices, per Pinole Municipal Code Chapter 8.20 and Contra Costa County Clean Water Program requirements, including the Contra Costa Clean Water Program Stormwater C.3 Guidebook and demonstrates that the storm drain system has adequate capacity to serve the project. The Stormwater Management Plan shall be reviewed and accepted by the City Engineer.	Prior to issuance of Building Permit	Public Works Department	
112	**EVN-HYD-2:** Prior to issuance of a grading permit, the applicant shall file a Notice of Intent with the RWQCB and demonstrate compliance with the Statewide General Permit for Construction Activities. In accordance with the National Pollution Discharge Elimination System (NPDES) regulations, the applicant shall prepare and implement a project-specific Stormwater Pollution Prevention Plan, including an erosion control plan, for grading and construction activities. The SWPPP shall address erosion and sediment control during all phases of construction, storage, and use of fuels, and use and clean-up of fuels and hazardous materials. The SWPPP shall designate locations where fueling, cleaning and maintenance of equipment can occur and	Prior to issuance of Grading Permit	Public Works Department	

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	shall ensure that protections are in place to preclude materials from entering into storm drains. The contractor shall maintain materials onsite during construction for containments and clean-up of any spills. The applicant shall provide approval documentation from the RWQCB to the City verifying compliance with NPDES.			
113	**EVN-NOI-1:** Construction activities including delivery and hauling shall comply with construction hours as provided under Pinole Municipal Code Section 15.02.070 and in accordance with construction best management practices for minimizing noise including: 1. Construction shall be limited to the hours of 7:00 a.m. to 5:00 p.m. Monday through Friday, excluding holidays. 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. Any work outside of these hours by the construction contractors should require a special permit from the City Manager. There should be compelling reasons for permitting construction outside of these designated hours. 2. Construct temporary noise barriers, where feasible, to screen adjoining land uses. Temporary noise barrier fences	During Construction	Community Development Department	

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps. 3. The contractor shall use "new technology" power construction equipment with state-of-the-art noise shielding and muffling devices. All internal combustion engines used on the project site shall be equipped with adequate mufflers and shall be in good mechanical condition to minimize noise created by faulty or poorly maintained engines or other components. 4. The unnecessary idling of internal combustion engines shall be prohibited. 5. Staging areas and stationary noise-generating equipment shall be located as far as possible from noise-sensitive receptors. 6. Ensure that generators, compressors, and pumps are housed in acoustical enclosures.			

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	7. Locate cranes as far from adjoining noise-sensitive receptors as possible. 8. Substitute nail guns for manual hammering and electrically powered tools for noisier pneumatic tools, where feasible. 9. A "noise disturbance coordinator" shall be designated to respond to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., beginning work too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. A telephone number for the disturbance coordinator would be conspicuously posted at the construction site.			
114	**EVN-NOI-2** The following measures shall be incorporated to reduce interior noise levels to 45 dBA DNL or less at residential interiors: 1. Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all residential units on the project site, so that windows can be kept closed at the occupant's discretion	Ongoing	Community Development Department	

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	to control interior noise and achieve the interior noise standards. 2. Residential units along the northern building façade should be provided with windows and doors having a minimum rating of 30 Sound Transmission Class (STC) and adequate forced-air mechanical ventilation in order to meet the interior noise threshold of 45 dBA DNL. 3. Residential units along the western and eastern building façades should be provided with windows and doors having a minimum rating of 28 STC and adequate forced-air mechanical ventilation in order to meet the interior noise threshold of 45 dBA DNL. 4. A qualified acoustical specialist shall conduct a unit-by-unit analysis of interior residential noise levels and recommend building treatments to reduce interior noise levels to 45 dBA DNL or less. Treatments would include, but are not limited to, sound-rated windows and doors, sound-rated wall and window constructions, acoustical caulking, protected ventilation openings, etc. Results of the analysis, including the description of the necessary noise control treatments,			

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	shall be submitted to the City, along with the building plans and approved design, prior to final of a building permit.			
115	**EVN-TRAN-1**: Prior to the issuance of Building Permit, the applicant shall provide the Project's fair share contribution as established by the City towards multi-modal improvements in the Project vicinity as identified in the Three Corridors Specific Plan.	Prior to issuance of Building Permit	Community Development Department	
116	**EVN-TRAN-2**: To maintain adequate sight lines at the project driveways, pursuant to Pinole Municipal Code Section 17.98.020, signage, trees, and other landscaping features within the clear vision triangle at driveway and street intersections shall be maintained such that visibility is maintained between thirty (30) inches and seven (7) feet. The applicant shall be responsible for maintaining adequate sight lines from the project driveways, on-street parking on Fitzgerald Drive is prohibited, and vegetation shall be trimmed to about one foot in height on the west sides of the driveways.	Ongoing	Community Development Department	

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
117	**EVN-TRAN-3** Prior to final occupancy, the applicant shall reconstruct the westerly driveway to the Project site such that it is at grade with Fitzgerald Drive to improve sightlines.	Prior to Occupancy Permits	Community Development Department	
118	**EVN-TRAN-4**: Prior to final occupancy, the applicant shall construct a pedestrian-refuge median island along with high visibility continental markings, yield line striping, and a flashing "Yield Here to Pedestrian" sign at the intersection of the easterly driveway to the Project and Fitzgerald Drive	Prior to Occupancy Permits	Community Development Department	
119	**EVN-TRAN-5** Prior to issuance of the certificate of occupancy, a final Transportation Demand Management Plan shall be provided to the Community Development Department for review and approval. The TDM Plan shall include example materials that will be used to educate residents about the programs, designate a staff position as the Transportation Coordinator, and detail the program implementation schedule which should commence with occupation of the building.	Prior to Occupancy Permits	Community Development Department	
120	**ENV-TCUL-1:** To protect buried Tribal Cultural Resources that may be encountered during construction activities, the Project shall implement environmental COA CUL-1 and COA CUL-2.	During Construction	Community Development Department	

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
121	**ENV-UTIL-1:** Pursuant to Action GM 2.2.1 Service Standards, prior to issuance of a building permit, the applicant shall secure verification from EBMUD that adequate water supplies are available to serve the project and prior to issuance of occupancy the applicant shall demonstrate that all EBMUD water efficiency requirements have been fulfilled.	Prior to issuance of building permit	Public Works Department	
122	**ENV-UTIL-2:** Pursuant to MM 4.12.6.2, the project shall secure a can and will serve letter demonstrating that there is sufficient sewer/water treatment and conveyance capacity prior to issuance of Certificate of Occupancy. The proposed project shall have a unique connection to the public sewer collection system. The connection to the sewer system will require a permit from the City of Pinole, the payment of sewer user fees, and payment of a sewer connection fee prior to the issuance of building permits.	Prior to Certificate of Occupancy	Community Development Department	
123	**ENV-UTIL-3:** Pursuant to General Plan Action CS.8.1.3 and in accordance with current CalGreen Building Code requirements, a Construction Waste Management Plan shall be prepared and implemented during all stages of construction. The Construction Waste Management Plan shall meet the minimum requirements of the CalGreen code for residential development including but not limited to regional material sourcing (A5.405.1), Bio-based materials (A5.105.2), Reused materials (A5.405.3), and materials with a recycled content (A5.405.4).	Prior to issuance of Building Permit	Community Development Department	

Exhibit A
CITY COUNCIL RESOLUTION 22-XX CONDITIONS OF APPROVALS

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
124	**ENV-UTIL-4:** In accordance with CalGreen Section 4.410.2 onsite recycling shall be provided in readily accessible areas for the depositing, storage and collection of non-hazardous materials including at a minimum paper, cardboard, glass, plastics, organic waste, and metals.	Ongoing	Community Development Department	
125	**ENV-UTIL-5:** The applicant shall coordinate with Republic Services to appropriately size trash enclosures and ensure that maximum waste stream diversion occurs by providing onsite pre-sorting for recyclables and green waste for compostable and organic materials as available.	Ongoing	Community Development Department	

*Note: Conditions of Approval beginning with "ENV" are based on the CEQA document for the project.

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ATTACHMENT B

VICINITY MAP

DRAWING LIST

SHEET NO. & TITLE	
ARCHITECTURAL	
A0.0	GENERAL INFORMATION
A0.1	OPEN SPACE DIAGRAMS
A2.0	SITE PLAN
A2.1	PLANS
A2.2	PLANS
A2.3	PLANS
A2.4	UNIT PLANS
A2.5	TRASH / RECYCLING ENCLOSURE PLANS
A3.1	BUILDING ELEVATIONS
A3.2	BUILDING ELEVATIONS
A3.3	MATERIALS AND COLORS
A3.4	PERSPECTIVE VIEWS
A3.5	PERSPECTIVE VIEWS
A3.6	PERSPECTIVE VIEWS
A3.7	PERSPECTIVE VIEWS
A3.8	PERSPECTIVE VIEWS
A3.9	PERSPECTIVE VIEWS
A4.1	BUILDING SECTIONS
CIVIL	
C1.0	EXISTING CONDITIONS
C1.1	DEMOLITION PLANS
C2.0	GRADING AND DRAINAGE PLAN
C2.1	GRADING AND DRAINAGE PLAN
C3.1	UTILITY PLAN
C3.0	UTILITY PLAN
C4.0	FITZGERALD CROSSWALK PLAN
LANDSCAPE	
L1.1	CONCEPTUAL LANDSCAPE PLAN
L1.2	COMMON AREA DETAIL PLANS
L1.3	HILLSIDE PARK AREA
L1.4	TREE IMAGES
L1.5	FENCE EXHIBIT
L2.1	CONCEPT IRRIGATION PLAN
LIGHTING	
-	LIGHTING PLAN

PROJECT DIRECTORY

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Contact: Chris Cole
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ARCHITECT:
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LANDSCAPE ARCHITECT:
Don MacNair
MACNAIR LANDSCAPE ARCHITECTURE
PO Box 251
Kenwood, CA 95452
707-833-2288
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PROJECT INFORMATION

PROJECT DESCRIPTION

PROPOSED DEMOLITION OF AN EXISTING VACANT RETAIL STRUCTURE AND CONSTRUCTION OF A NEW HOUSING DEVELOPMENT WITH 223-DWELLING UNITS, UTILIZING THE STATE DENSITY BONUS AND SB-330.

DENSITY BONUS CALCULATIONS

BASE DENSITY	178 (5.93 ACRES x 30 UNITS PER ACRE)
PERCENTAGE OF VLI UNITS PROVIDED	7.3%
NUMBER OF VLI UNITS PROVIDED	13
PERCENTAGE DENSITY BONUS AWARDED	25%
NUMBER OF BONUS UNITS (ROUNDS UP)	45
PROPOSED UNITS WITH DENSITY BONUS	223
NUMBER OF CONCESSIONS AWARDED	1
REQUESTED COST-REDUCTION CONCESSION	CONCESSION TO ELIMINATE THE COMMERCIAL REQUIREMENT
REQUESTED WAIVERS	NO WAIVERS ARE REQUESTED

PINOLE - AFFORDABLE UNIT CALCULATIONS

	NUMBER	% OF BASE	
BASE UNITS	178	100%	
TOTAL AFFORDABLE %	**26.7**	**15%**	
VLI UNITS (MIN. 40% OF TOTAL)	13.0	7%	49%
LI UNITS	13.7	8%	51%

ZONING SUMMARY

	BASE ZONING ALLOWBLE / REQUIRED	ALLOWABLE / REQUIRED W/ 25% DENSITY BONUS	PROPOSED PROJECT W/ WAIVERS AND (1) CONCESSION
ZONING	CMU – COMMERCIAL MIXED USE		
SPECIFIC PLAN DESIGNATION	APPIAN WAY – SERVICE SUB-AREA		
PARCEL AREA (ACRES)	5.93	5.93	5.93
DENSITY (UNITS/ACRE)	30	30 + 25%	37.61
NUMBER OF UNITS	178	223	**223**
HEIGHT	6-STORIES / 75'	8-STORIES / 95'	5-STORIES / 55'
SETBACK FRONT (NORTH)	0'	0'	67'-0" AVG.
SETBACK SIDE (WEST)	0'	0'	77'-6"
SETBACK SIDE (EAST)	0'	0'	142'-3"
SETBACK REAR (SOUTH)	15'	15'	167'-4" AVG
OPEN SPACE	80 SF/UNIT	80 SF/UNIT	369 SF/UNIT (SEE A0.1)
PARKING	SEE PARKING TABLE		
BICYCLE PARKING (1 PER 4 UNITS)	53.5	53.5	160
FAR	NA (SPECIFIC PLAN ELIMINATES AS A CONSTRAINT)		
MAXIMUM GROSS FLOOR AREA	NA	NA	NA
TOTAL GROSS FLOOR AREA	NA	538,494	263,862
RESIDENTIAL FLOOR AREA (49%)	49%	263,862	263,862
COMMERCIAL FLOOR AREA (51%)	51%	274,632	**0% W/ CONCESSION***

***Per the Government Code below, as a density bonus housing development which provides 5 percent of the (base) total units for very low income households, the project shall receive one concession or incentive which results in identifiable and actual cost reductions. This project requests one cost-reduction concession to eliminate the identifiable, actual (and self-evident) costs of constructing the several hundred thousand square feet of commercial floor area that would otherwise be required to meet the 51% commercial floor area requirement.**

GOVERNMENT CODE 65915
(d) (1) An applicant for a density bonus pursuant to subdivision (b) may submit to a city, county, or city and county a proposal for the specific incentives or concessions that the applicant requests pursuant to this section, and may request a meeting with the city, county, or city and county. The city, county, or city and county shall grant the concession or incentive requested by the applicant unless the city, county, or city and county makes a written finding, based upon substantial evidence, of any of the following:
(A) The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).
(B) The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.
(C) The concession or incentive would be contrary to state or federal law.
(2) The applicant shall receive the following number of incentives or concessions:
(A) One incentive or concession for projects that include ... at least 5 percent for very low income households, or at least 10 percent for persons and families of moderate income in a common interest development.

AREA AND UNIT TABLE

	GSF	STUDIO	1-BR	2-BR	2-BR+ OFFICE	TOTAL
LEVEL 5	51,426	7	20	14	4	45
LEVEL 4	53,470	8	21	14	4	47
LEVEL 3	53,470	8	21	14	4	47
LEVEL 2	53,470	8	21	14	4	47
LEVEL 1	52,026	5	16	12	4	37
TOTAL	**263,862**	**36**	**99**	**68**	**20**	**223**
		16%	44%	30%	9%	100%
		16%	44%	39%		

PARKING REQUIREMENTS AS A STATE DENSITY BONUS PROJECT

		STUDIO	1-BR	2-BR	2-BR+ OFFICE	TOTAL
DWELLING UNITS		36	99	68	20	223
REQUIRED SPACES PER UNIT - Per 65915(p)(1)		**1**	**1**	**1.5**	**1.5**	
TOTAL REQUIRED PARKING		36	99	102	30	267
TOTAL PARKING PROVIDED						**275**
					EXCESS PARKING SPACES:	8
					ADA SPACES REQ'D (5%)	14

AMENITIES

TOTAL AMENITIES	**5,650**
LOUNGE A "CAFÉ"	775
CLUB ROOM A	1,130
CLUB ROOM B	1,130
FITNESS	2,075
L5 COMMUNITY ROOOM	540

OPEN SPACE

SEE SHEET A0.1

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STATE OF CALIFORNIA

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04.07.2021 PLANNING SUBMITTAL
07.01.2021 PLANNING SUBMITTAL
07.05.2022 PLANNING SUBMITTAL
08.22.2022 PLANNING SUBMITTAL
09.13.2022 PLANNING SUBMITTAL
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GENERAL PROJECT INFORMATION

A0.0

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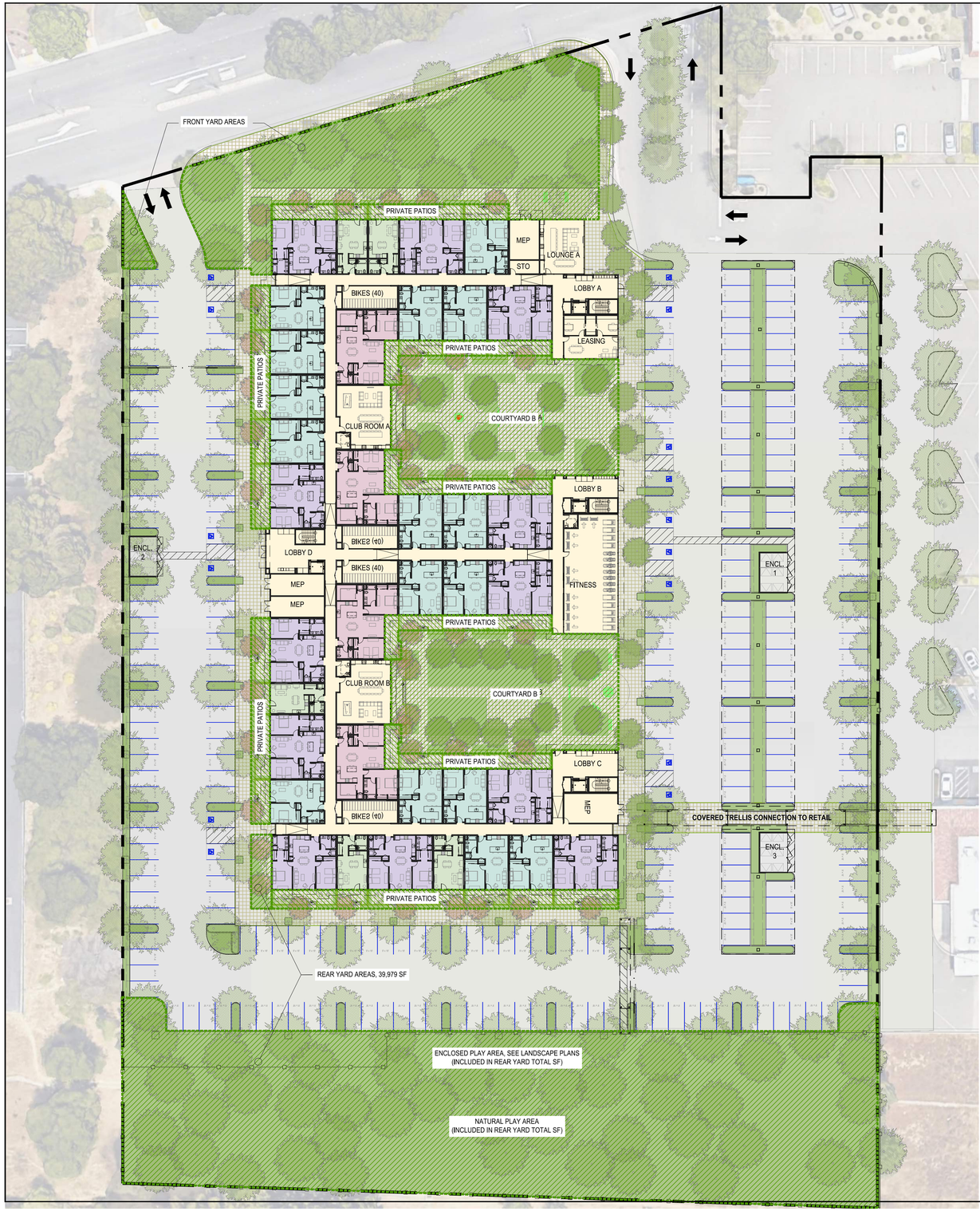

17.98.020 GENERAL DEFINITIONS.

USABLE OPEN SPACE. Outdoor space, including natural and landscaped ground areas, pools, patios, decks, and balconies, designed for active or passive recreational use and which is accessible to the occupants of a building on the same lot.

USABLE OPEN SPACE

	UNITS	SF/UNIT	TOTAL	SITE AREA	% OF SITE
REQUIRED OPEN SPACE	223	80	17,840		
PROVIDED OPEN SPACE	**223**	**369**	**82,180**	258,311	32%
FRONT YARD OPEN SPACE AREAS			15,107		
ROOF DECK			575		
COURTYARD A			8,484		
COURTYARD B			8,484		
REAR YARD OPEN SPACE AREAS			39,979		
PRIVATE PATIOS AT GROUND LEVEL UNITS	37	258	9,551		

KEY

COMMON OPEN SPACE

PRIVATE OPEN SPACE

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OPEN SPACE DIAGRAMS

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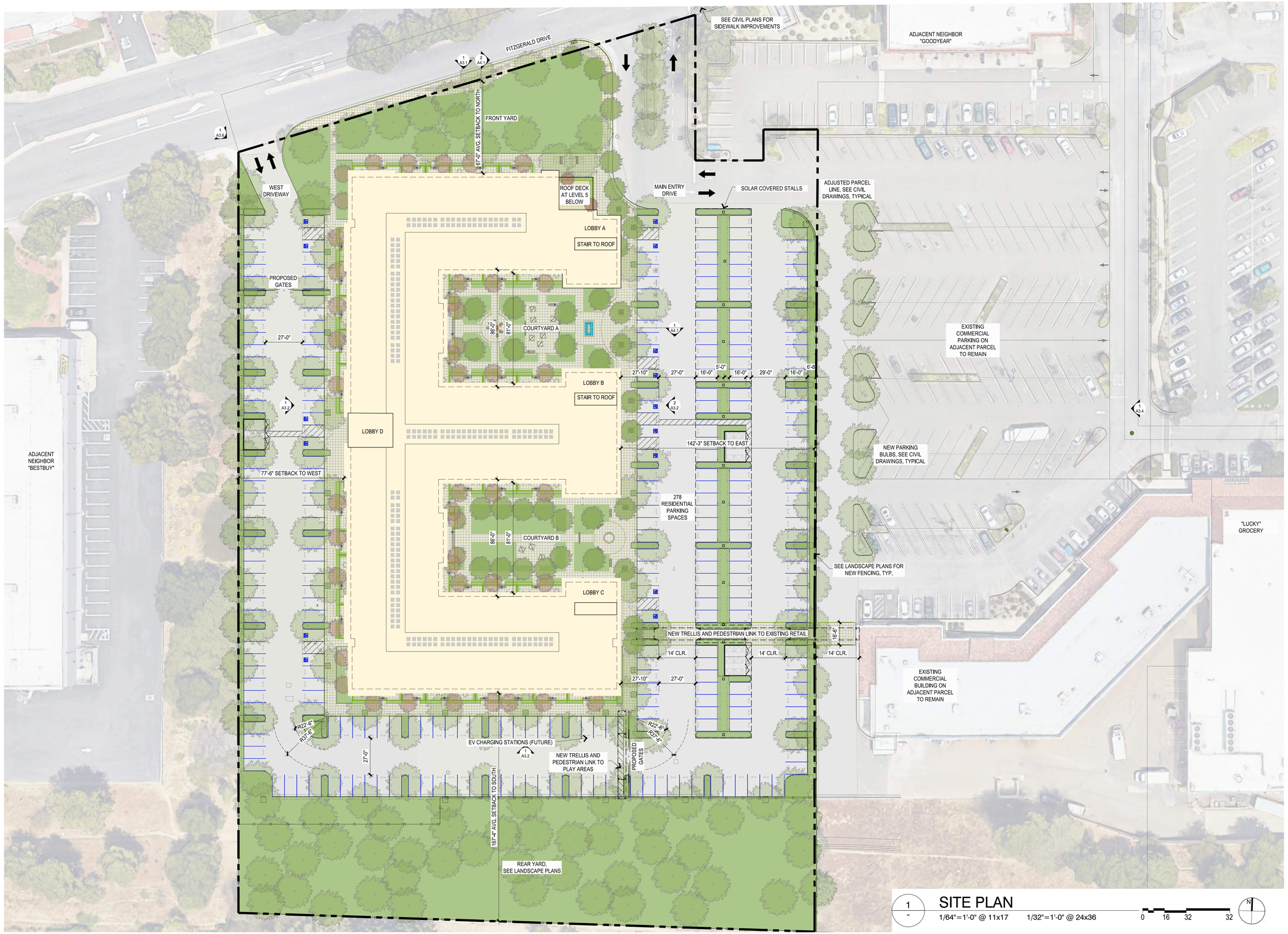

1 SITE PLAN
1/64"=1'-0" @ 11x17 1/32"=1'-0" @ 24x36
0 16 32 32

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SITE PLAN

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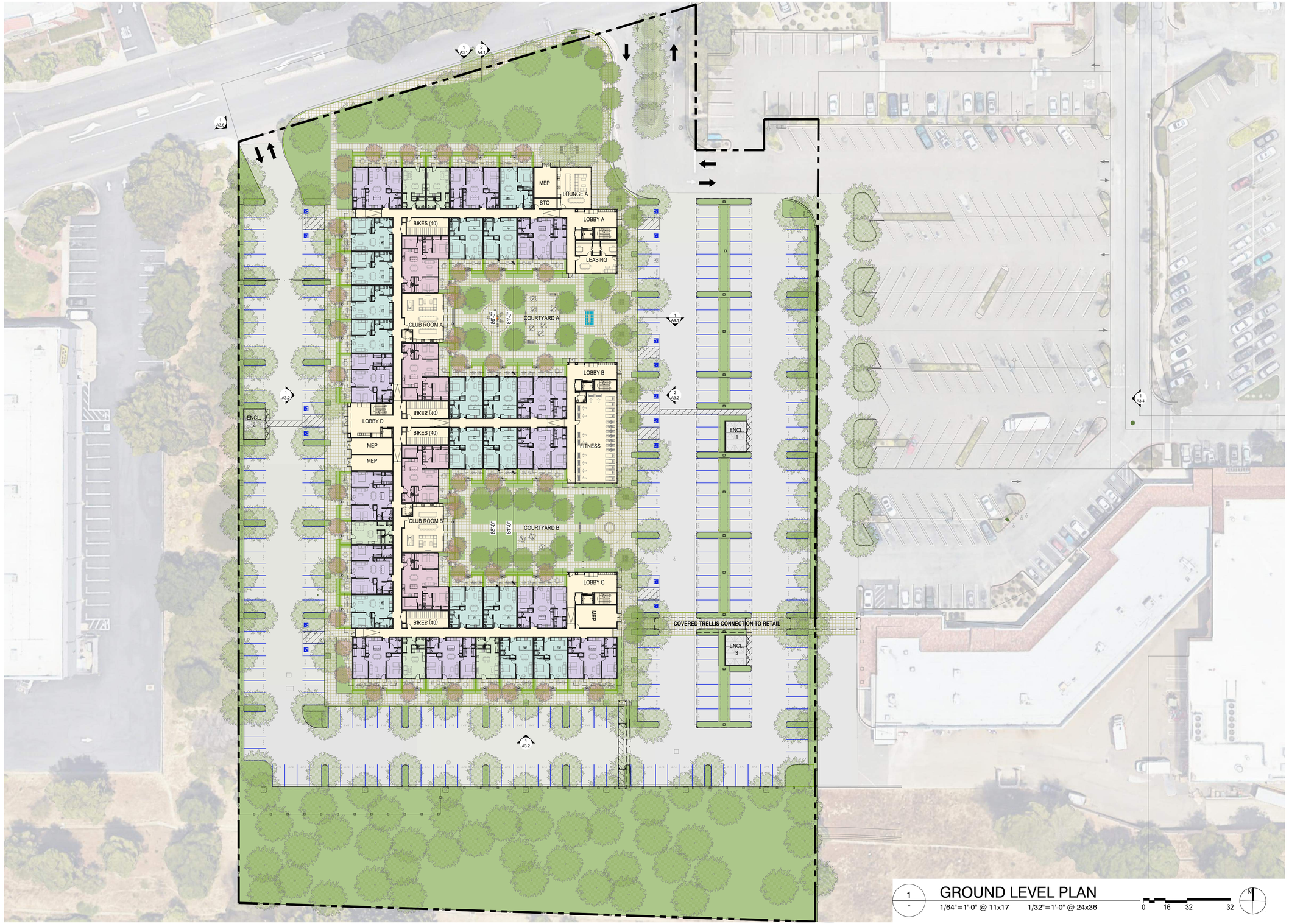

1 GROUND LEVEL PLAN

1/64"=1'-0" @ 11x17 1/32"=1'-0" @ 24x36

0 16 32 32

N

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JOB: 1924

SHEET:

PLAN AT
GROUND LEVEL

A2.1

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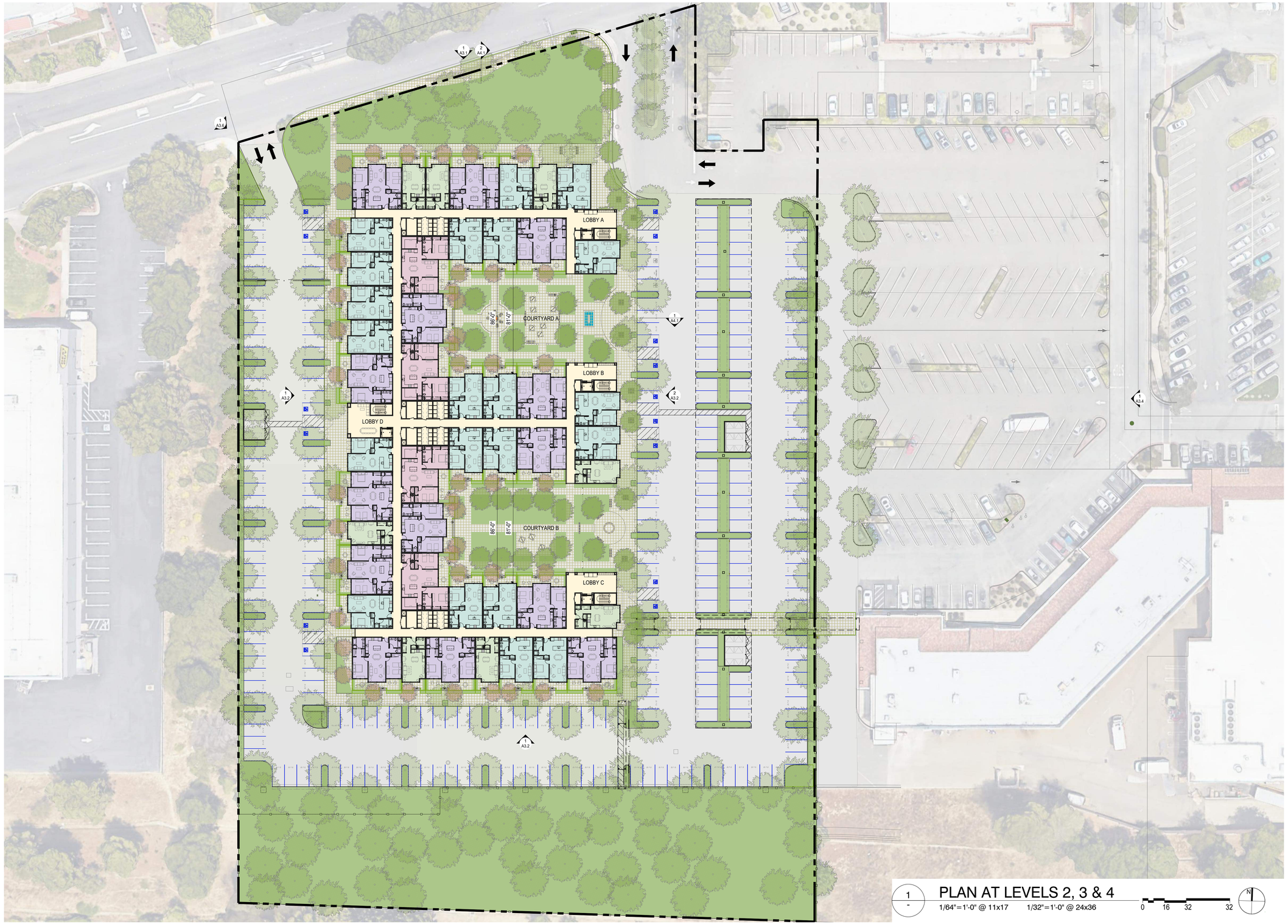

1 - PLAN AT LEVELS 2, 3 & 4

1/64"=1'-0" @ 11x17 1/32"=1'-0" @ 24x36

0 16 32 32

N

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JOB: 1924

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PLAN AT LEVELS
LEVELS 2, 3, & 4

A2.2

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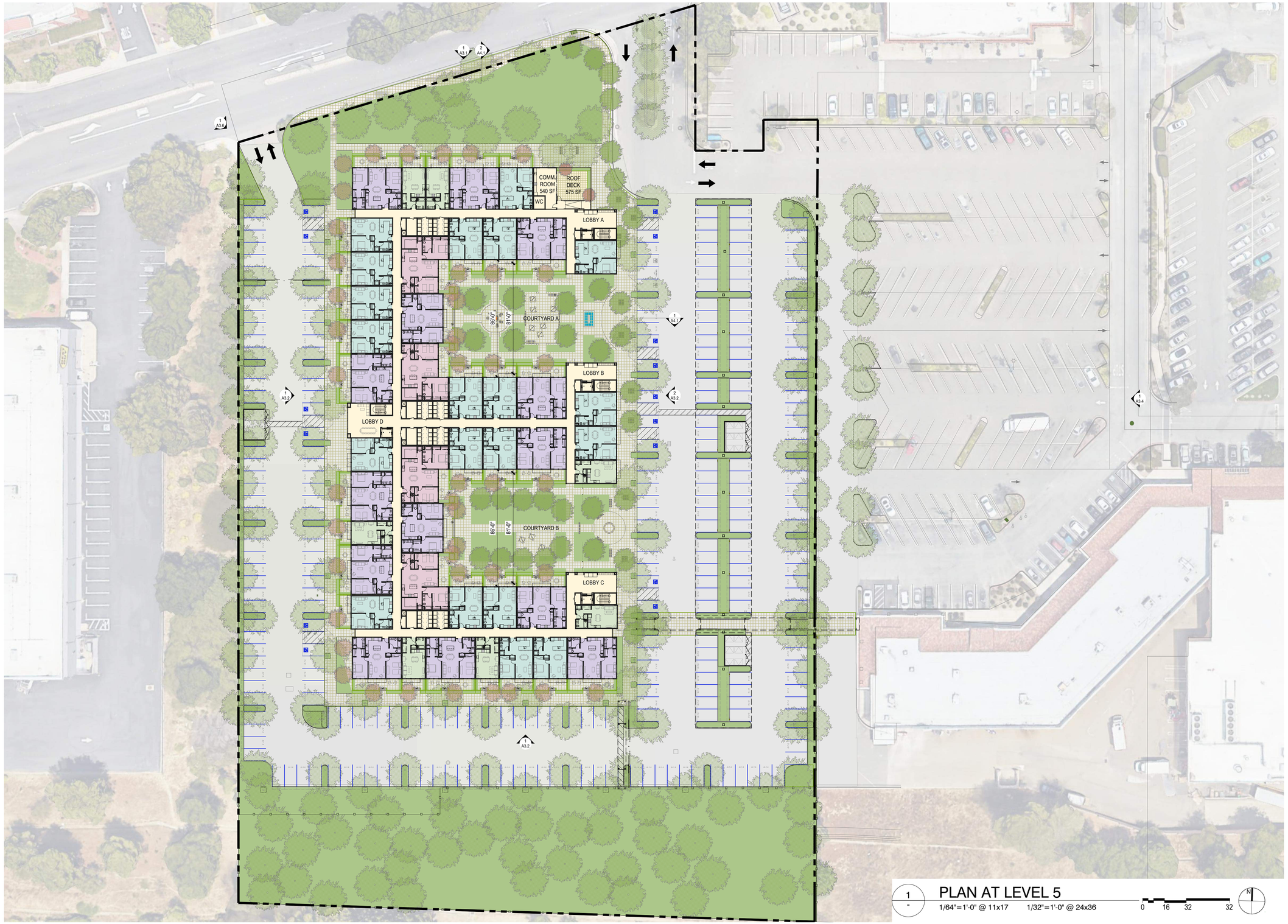

1 - PLAN AT LEVEL 5

1/64"=1'-0" @ 11x17 1/32"=1'-0" @ 24x36

0 16 32 32

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PLAN AT LEVEL
LEVEL 5

A2.3

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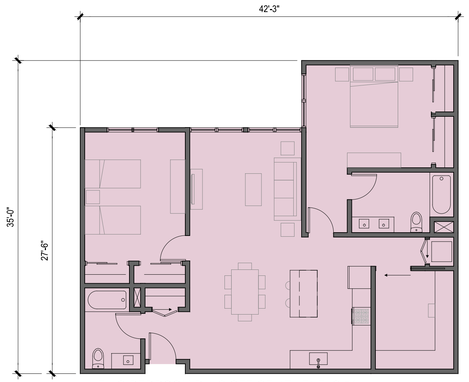
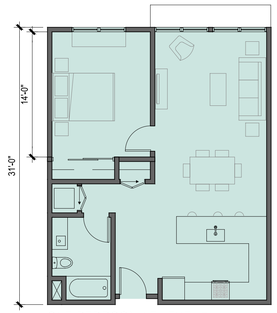
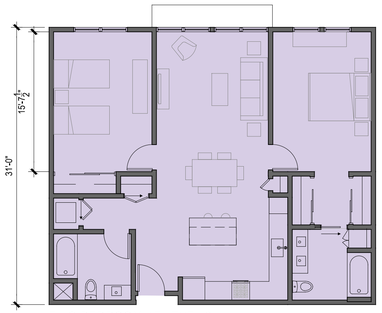


TWO-BEDROOM PLUS OFFICE AT LEVELS 51
,288 SF

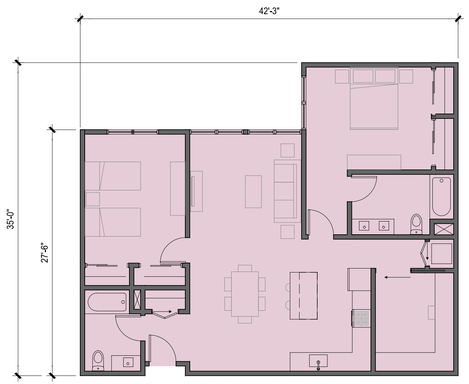
STUDIO AT LEVEL 5
540 SF



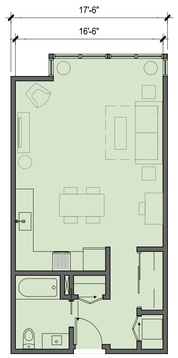
ONE-BEDROOM AT LEVEL 5
771 SF



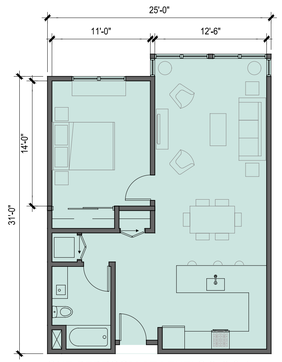
TWO-BEDROOM AT LEVEL 6
1,126 SF



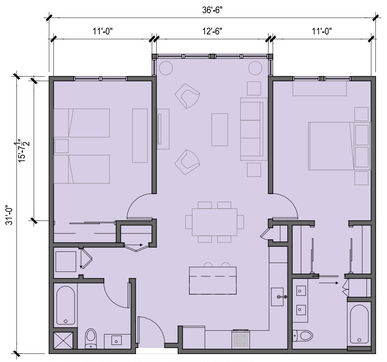
TWO-BEDROOM PLUS OFFICE AT LEVELS 2 & 3
1,288 SF



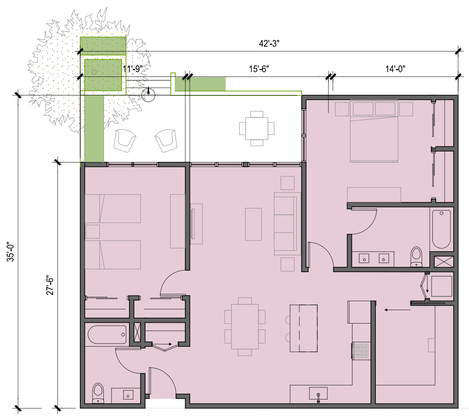
STUDIO AT LEVELS 2, 3 & 4
573 SF



ONE-BEDROOM AT LEVELS 2, 3 & 4
805 SF

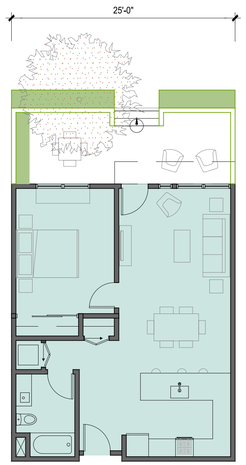


TWO-BEDROOM AT LEVELS 2, 3 & 4
1,162 SF



TWO-BEDROOM PLUS OFFICE AT GROUND LEVEL
1,288 SF

STUDIO AT GROUND LEVEL
532 SF



ONE-BEDROOM AT GROUND LEVEL
771 SF

TWO-BEDROOM AT GROUND LEVEL
1,126 SF

1
-

UNIT PLANS

1/16" = 1'-0" @ 11 x 17" 1/8" = 1'-0" @ 24 x 36"

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UNIT PLANS

A2.4

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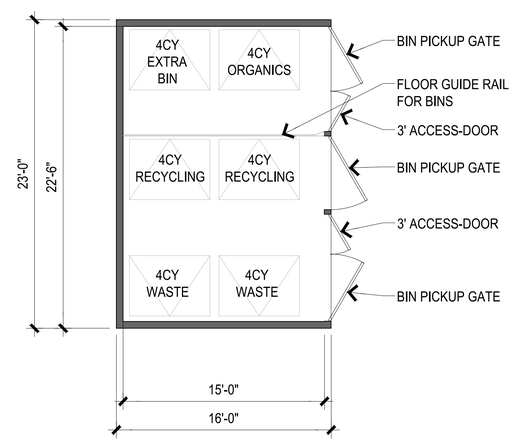
Waste and Recycling Calculations

Per Stopwaste.org "Space Guidelines for Recycling, Organics and Refuse Services for Designers of MultiFamily & Commercial Buildings"

	Units	Cubic Yards per Unit	Total CY required	Waste (40%)			Recycling (40%)			Organics (20%)		
				# of Bins	size of bins (CY)	Cubic Yds	# of Bins	size of bins (CY)	Cubic Yds	# of Bins	size of bins (CY)	Cubic Yds
Total Required	223	0.25	55.75 cy			22 cy			22 cy			11 cy
Total provided				7	4	28 cy	7	4	28 cy	4	4	16 cy
Trash Enclosure 1				3	4	12 cy	2	4	8 cy	1	4	4 cy
Trash Enclosure 2				2	4	8 cy	3	4	12 cy	1	4	4 cy
Trash Enclosure 3				2	4	8 cy	2	4	8 cy	2	4	8 cy
Total provided exceeds required by:						26%			26%			43%



TYPICAL ENCLOSURE PLAN
(TYPICAL OF 3 LOCATIONS)

1 - WASTE AND RECYCLING CALCULATIONS AND ENCLOSURE LAYOUTS

3/32" = 1'-0" @ 11 x 17" 3/16" = 1'-0" @ 24 x 36"

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TRASH & RECYCLING ENCLOSURE PLANS

A2.5

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2 WEST ELEVATION

1 NORTH ELEVATION

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SITE ELEVATIONS

A3.1

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2 EAST ELEVATION

1 SOUTH ELEVATION

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SITE ELEVATIONS

A3.2

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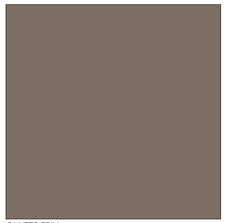
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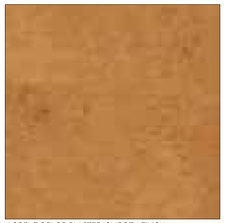
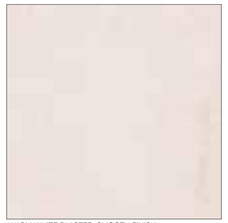
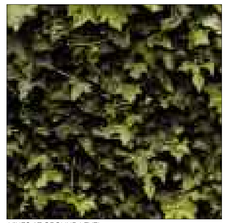

ACCENT COLOR PLASTER, SMOOTH FINISH

HORIZONTAL SIDING


WARM-WHITE PLASTER, SMOOTH FINISH


VINES AT GROUND LEVEL

CONCRETE BASE AND PLANTERS

1 -

MATERIALS AND COLORS

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MATERIALS AND COLOR BOARD

A3.3

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1 VIEW OF MAIN PROJECT ENTRY

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CONCEPTUAL RENDERING

A3.4

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1
-

GROUND LEVEL DETAIL VIEW

-

-

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CONCEPTUAL
RENDERING

A3.5

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1 - VIEW FROM PEDESTRIAN PATH TO RETAIL CENTER

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A3.6

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1 VIEW OF WEST ENTRANCE

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A3.7

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1 SIDEWALK DETAIL ALONG WEST FACADE

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CONCEPTUAL RENDERING

A3.8

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1 EVENING VIEW FROM PLAZA

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CONCEPTUAL RENDERING

A3.9

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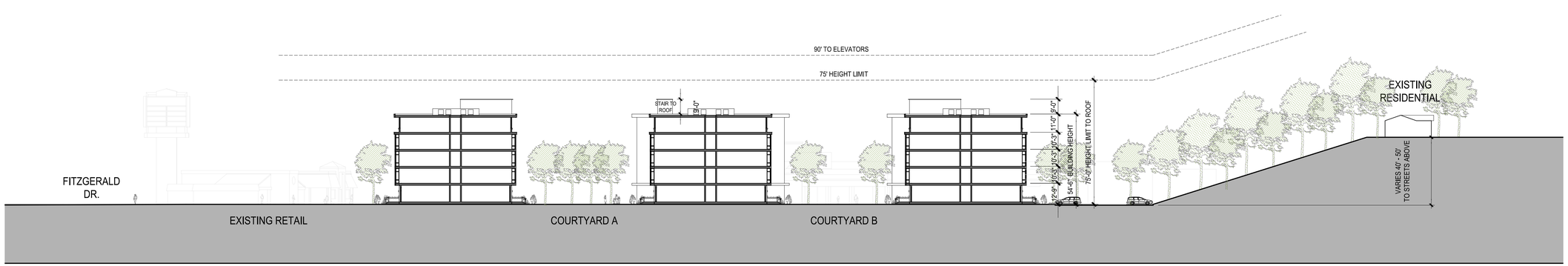
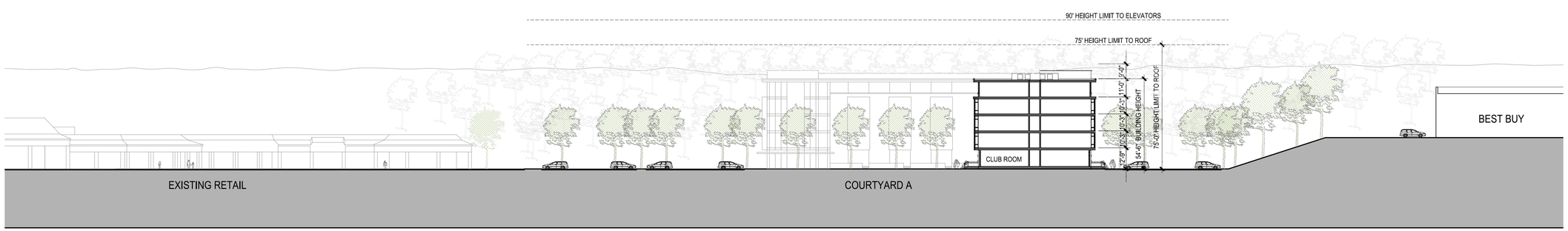


2 - NORTH-SOUTH SECTION (LOOKING EAST)

1/64" = 1'-0" @ 24 x 36" 1/32" = 1'-0" @ 24 x 36"



1 - EAST-WEST SECTION (LOOKING SOUTH)

1/64" = 1'-0" @ 24 x 36" 1/32" = 1'-0" @ 24 x 36"

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SITE SECTIONS

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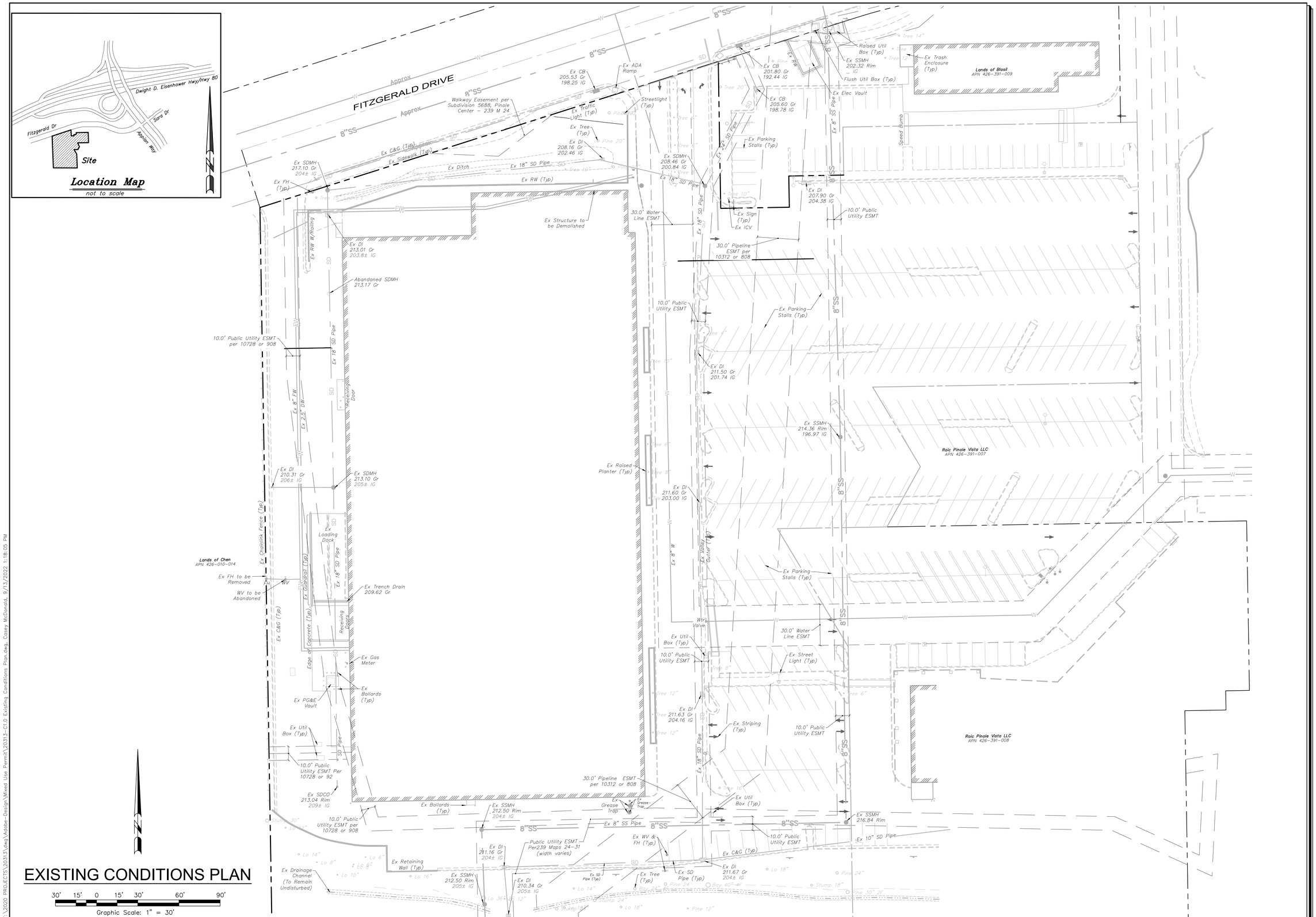

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REGISTERED PROFESSIONAL ENGINEER DAVID R. BROWN No. 41833 Exp. 3/31/2024 CIVIL STATE OF CALIFORNIA

PINOLE MIXED USE
EXISTING CONDITIONS PLAN

1500 Fitzgerald Drive
Pinole, California
APN 125-551-016

SCALE: AS SHOWN
Date: August 19, 2022
Design by: AP/TRG
Drawn by: TRG
Checked by: CM

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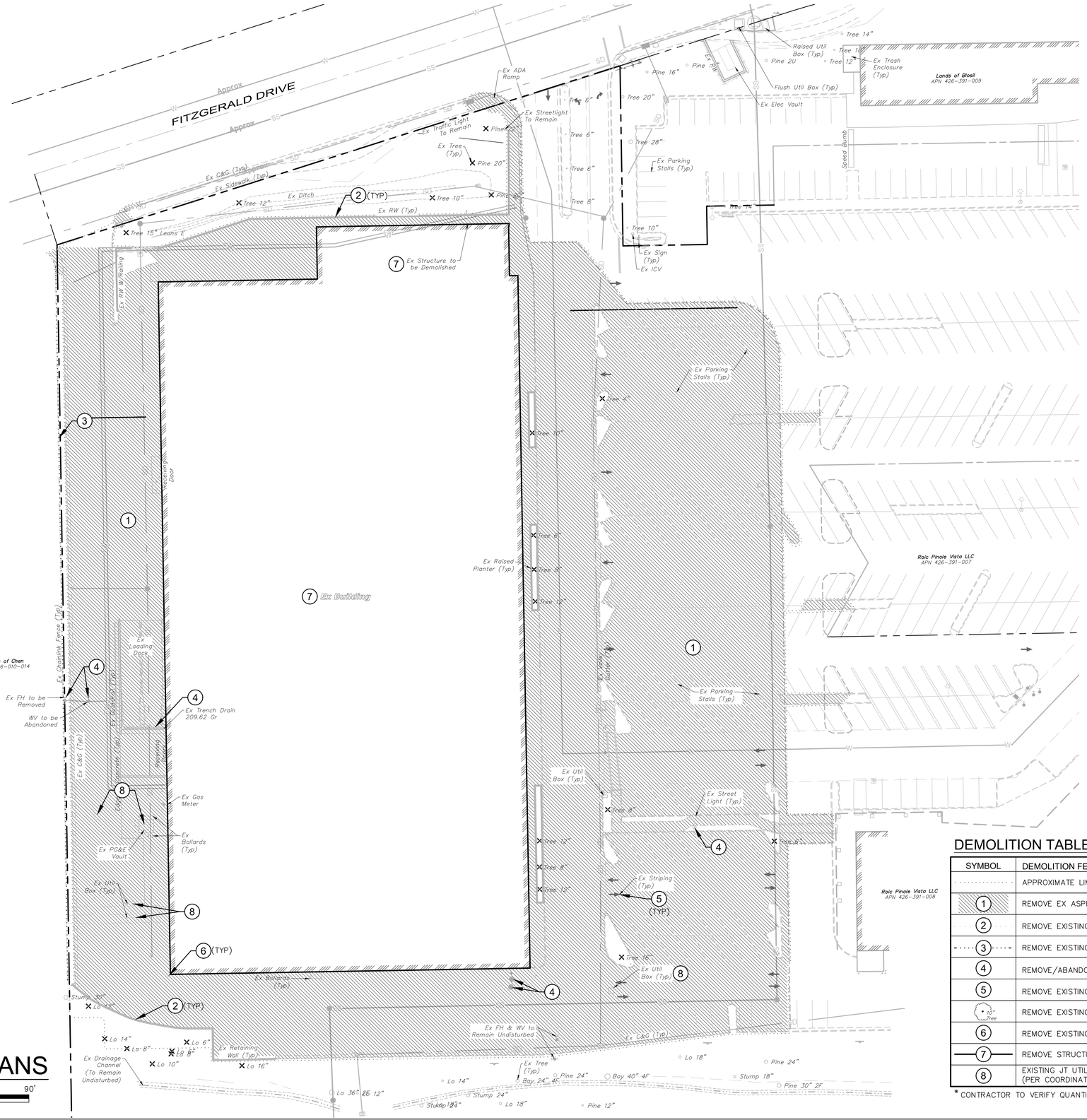

DEMOLITION PLANS

30' 15' 0 15' 30' 60' 90'

Graphic Scale: 1" = 30'

DEMOLITION TABLE *

SYMBOL	DEMOLITION FEATURE	UNITS	QUANTITY
	APPROXIMATE LIMIT OF DEMOLITION WORK	SQ FT	±45,105
1	REMOVE EX ASPHALT/SIDEWALK, CURB & GUTTER	SQ FT	±108,500
2	REMOVE EXISTING WALL	LF	±400
3	REMOVE EXISTING FENCE	LF	±423
4	REMOVE/ABANDON EXISTING UTILITY	EA	±6
5	REMOVE EXISTING EXISTING STRIPING/SIGN	EA	±4
10" Tree	REMOVE EXISTING TREE	EA	±25
6	REMOVE EXISTING BOLLARDS	EA	±24
7	REMOVE STRUCTURE	SF	±91,239
8	EXISTING JT UTILITY TO BE REMOVED OR RELOCATED (PER COORDINATION WITH PG&E)	LF	±5

* CONTRACTOR TO VERIFY QUANTITIES PRIOR TO CONSTRUCTION

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PINOLE MIXED USE DEMOLITION PLANS

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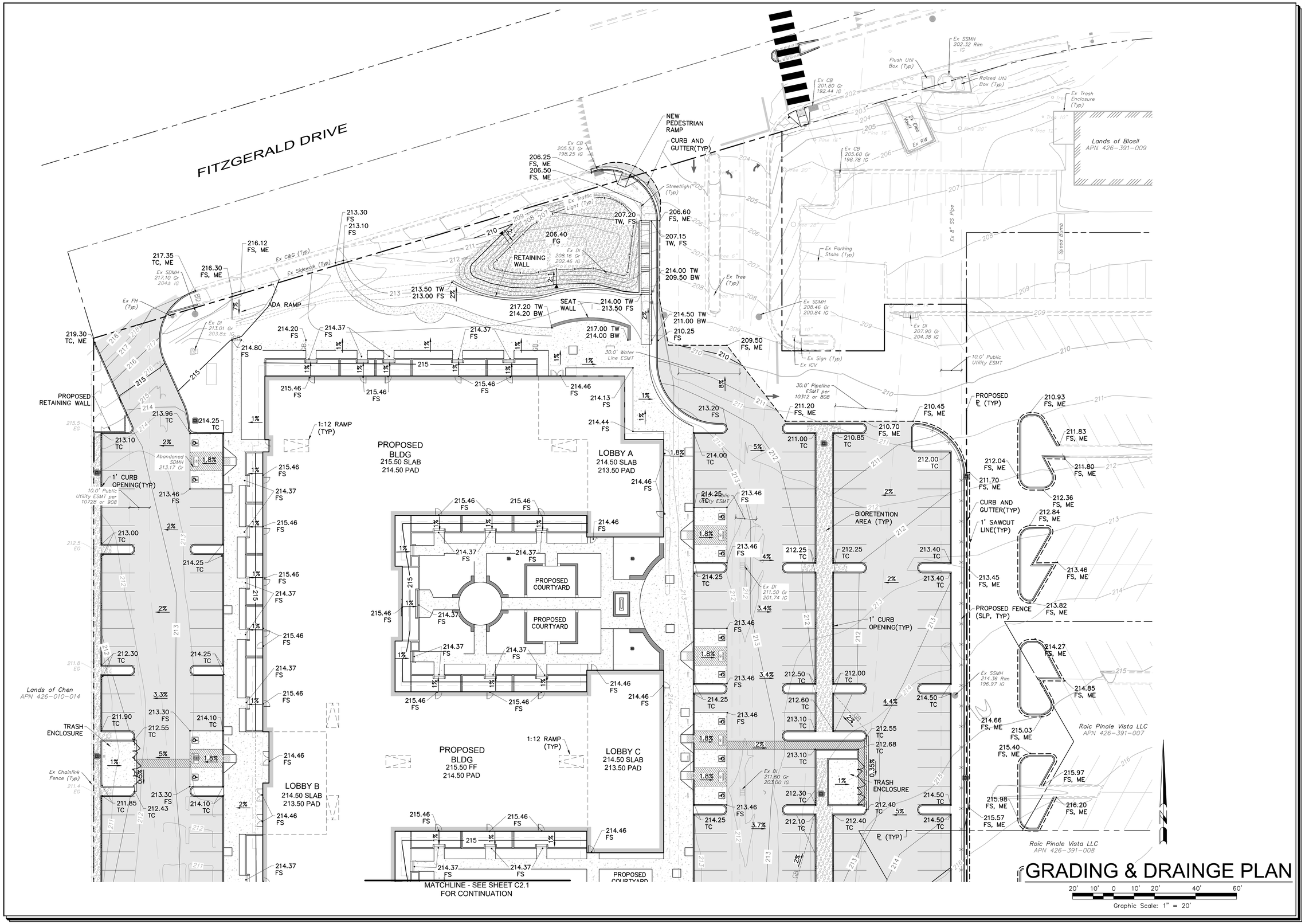

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PINOLE MIXED USE
GRADING & DRAINAGE PLAN

1500 Fitzgerald Drive
Pinole, California
APN 125-551-016

SCALE: AS SHOWN
Date: August 19, 2022
Design by: AP/TRG
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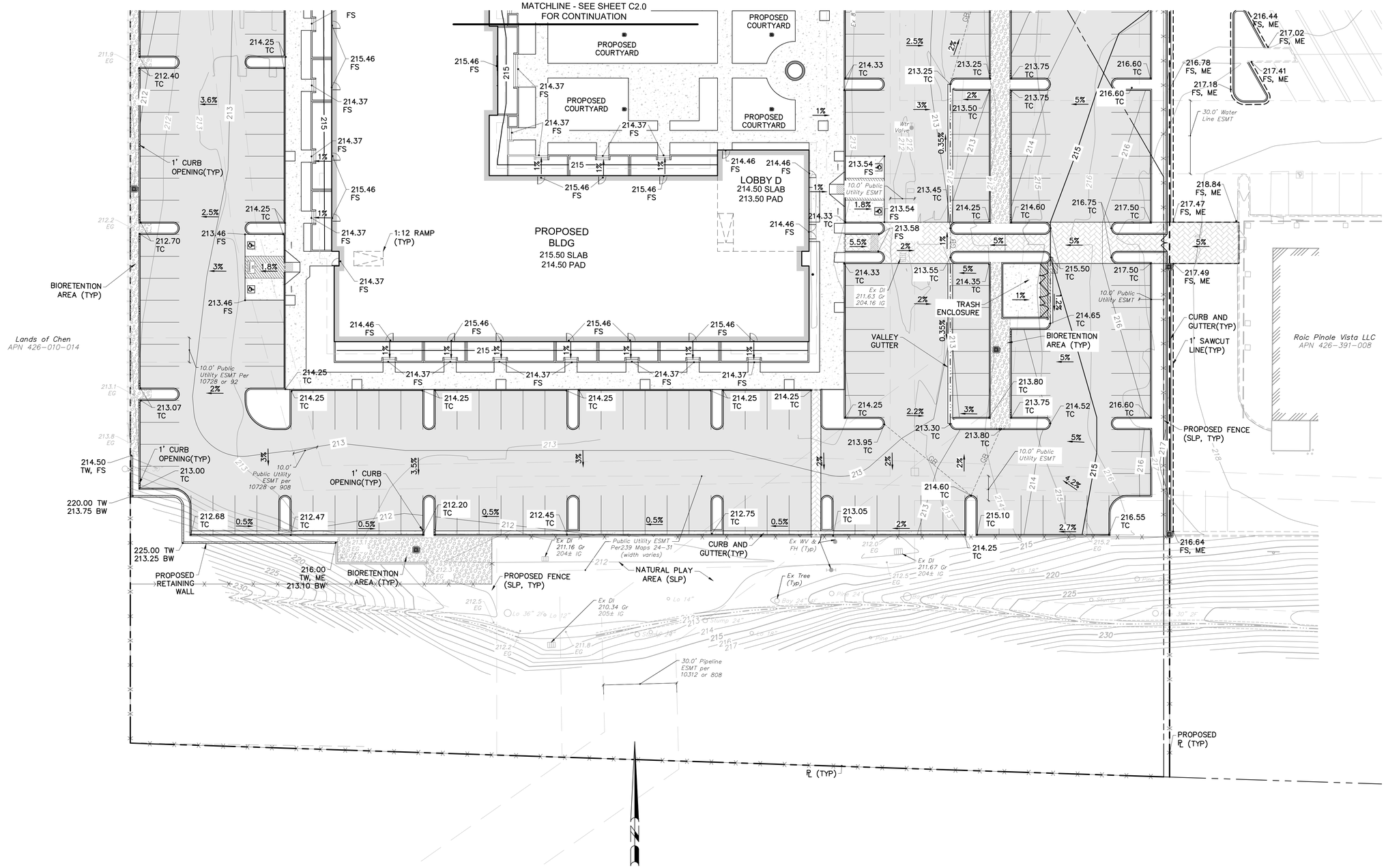

GRADING & DRAINAGE PLAN

20' 10' 0 10' 20' 40' 60'

Graphic Scale: 1" = 20'

No.	Date	Description	Approved

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GRADING & DRAINAGE PLAN
1500 Fitzgerald Drive
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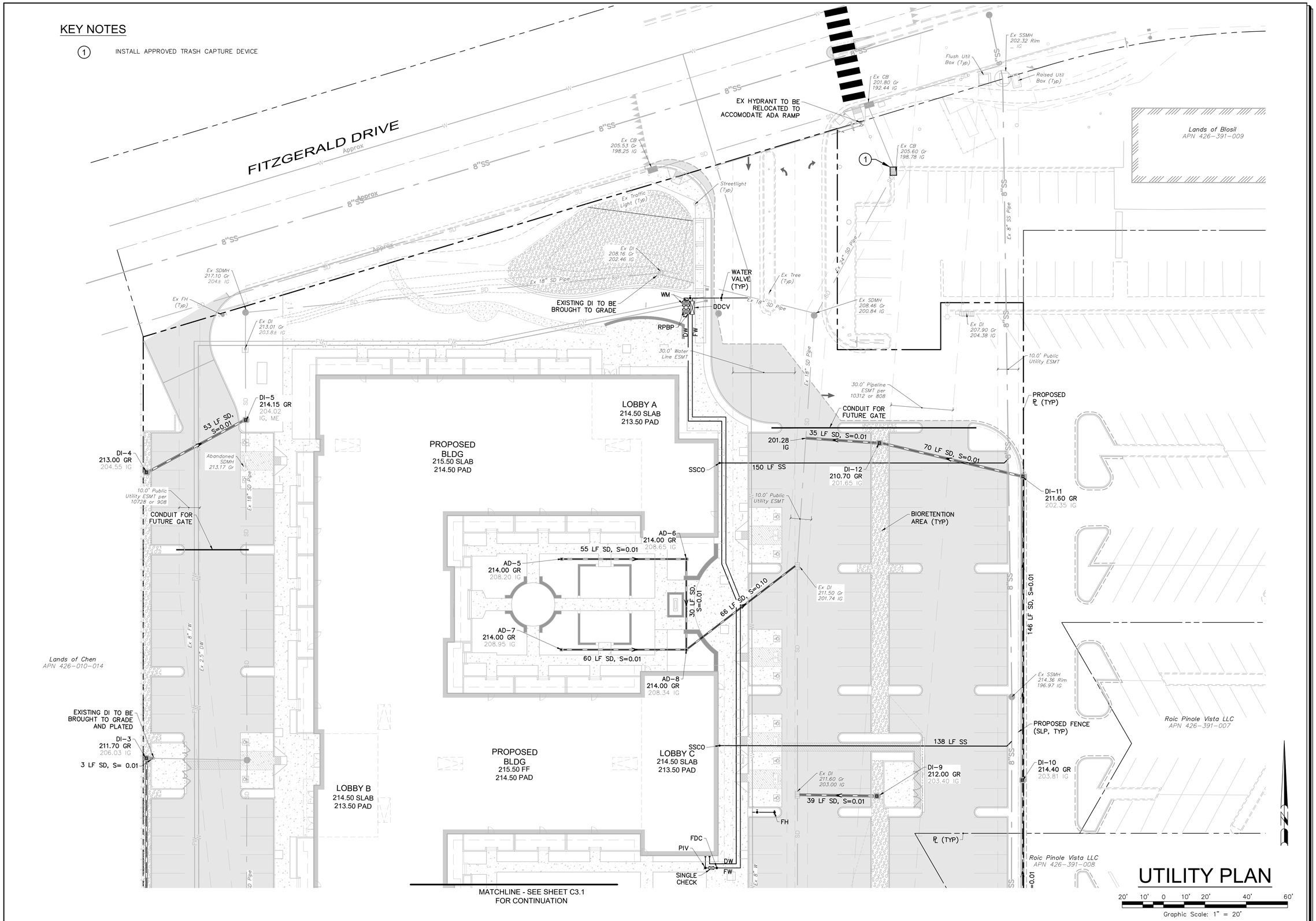
KEY NOTES

1. INSTALL APPROVED TRASH CAPTURE DEVICE



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PINOLE MIXED USE
UTILITY PLAN

1500 Fitzgerald Drive
Pinole, California
APN 125-551-016

SCALE: AS SHOWN
Date: August 19, 2022
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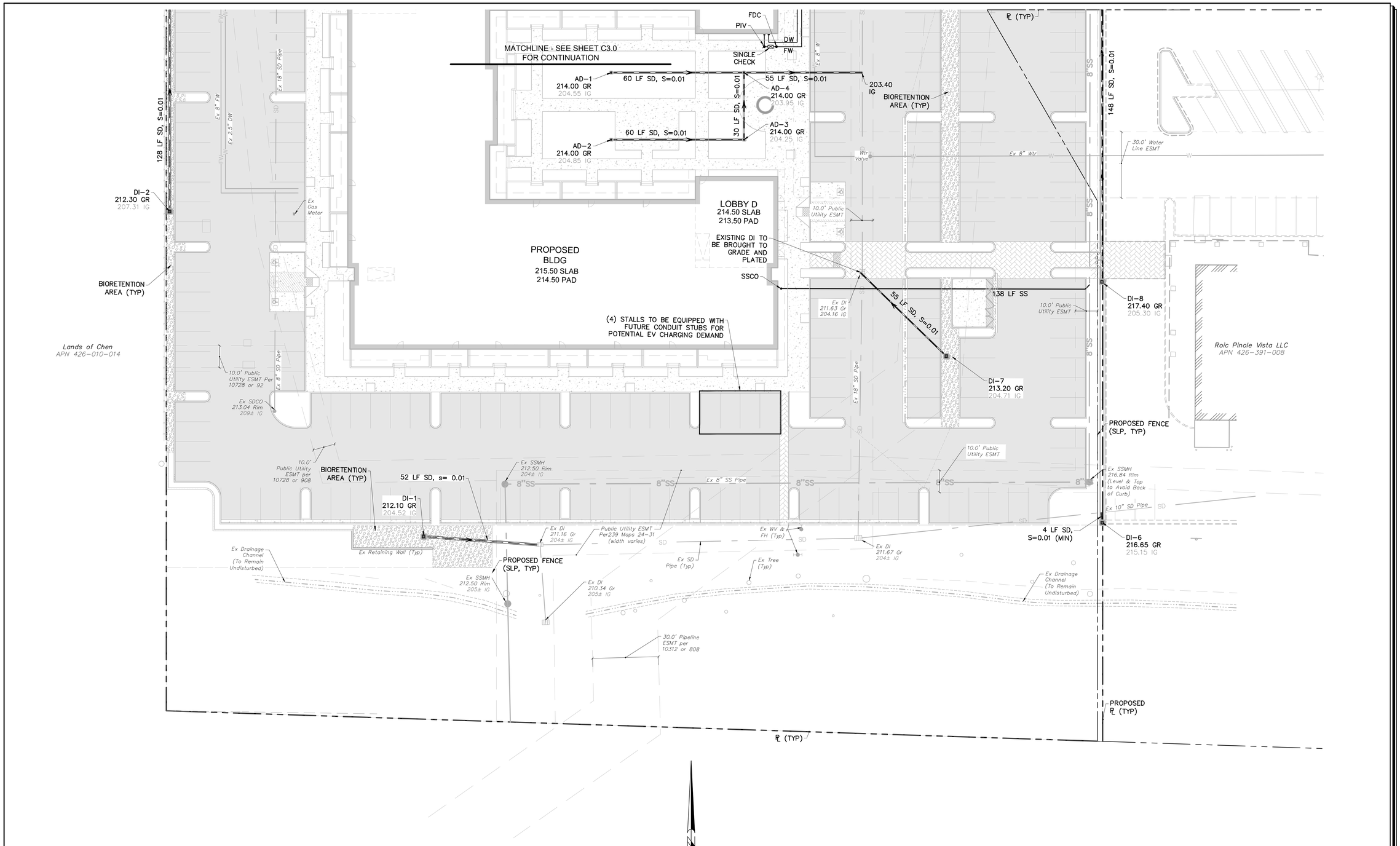

UTILITY PLAN

20' 10' 0 10' 20' 40' 60'

Graphic Scale: 1" = 20'

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PINOLE MIXED USE
UTILITY PLAN
1500 Fitzgerald Drive
Pinole, California
APN 125-551-016

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NOTE:

THE (2) BUS BENCHES, ON EITHER SIDE OF FITZGERALD, TO BE CONVERTED TO COVERED BUS SHELTERS (DESIGN TO BE DETERMINED)

FITZGERALD DRIVE SIGNING & STRIPING PLAN

10' 5' 0 5' 10' 20' 30'

Graphic Scale: 1" = 10'

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PINOLE MIXED USE

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Pinole, California
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U.S.A NOTE
IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO BE FAMILIAR WITH ALL GRADE DIFFERENCES, LOCATION OF WALLS, STRUCTURES, AND UTILITIES. THE IRRIGATION CONTRACTOR SHALL EXERCISE EXTREME CARE, AND BE RESPONSIBLE FOR ANY DAMAGE IN EXCAVATING AND WORKING NEAR UTILITIES. THE LANDSCAPE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE OTHER SUB-CONTRACTORS FOR THE LOCATION OF UTILITIES AND THE INSTALLATION OF PIPE SLEEVES THROUGH WALLS, UNDER ROADWAYS, AND NEAR STRUCTURES. PRIOR TO CONSTRUCTION, CONTACT ALL APPLICABLE AGENCIES AND U.S.A. AT 1-800-642-2444 OR 1-800-227-2600 TO FIELD LOCATE ALL EXISTING UTILITIES.

THESE DRAWINGS COMPLY WITH THE CRITERIA OF THE ORDINANCE. ORDINANCE REQUIREMENTS HAVE BEEN APPLIED FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN AND THE LANDSCAPE DESIGN PLAN.

PRELIMINARY TREE LEGEND

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME	WATER USE PER WUCOLS IV	QUANTITY	COMMENTS
TREES						
ACI	#24	Acer circinatum	Vine Maple	.6	4	
APS	#24	Acer palmatum 'Seiryu'	Seiryu Japanese Maple	.6	2	
APB	#24	Acer palmatum var. atropurpureum 'Bloodgood'	Bloodgood Japanese Maple	.6	12	
ARA	#24	Acer rubrum 'Armstrong'	Armstrong Maple	.6	27	
COC	#15	Cercis occidentalis	Western Redbud	.1	2	
CEN	#24	Cornus florida X nuttallii 'Eddies White Wonder'	Eddies White Wonder Dogwood	.6	9	California Native Hybrid
LIN	#24	Lagerstroemia indica 'Natchez'	Natchez Crapemyrtle	.3	28	
LFL	#24	Lyonothamnus floribundus subsp. asplenifolius	Catalina Ironwood	.3	6	
MCA	#24	Morella californica	Pacific Wax Myrtle	.6	4	California Native
OES	#24	Olea europaea ' Swan Hill'	Fruitless Olive	.1	4	
PCK	#24	Pistacia chinensis 'Keith Davey'	Chinese pistache	.3	8	
QAG	#24	Quercus agrifolia	Coast live oak	.1	3	California Native
QTO	#24	Quercus tomentella	Island Oak	.3	10	California Native
UPD	#24	Ulmus parvifolia 'Drake'	Drake's Chinese Elm	.3	49	
BIORETENTION AREAS						
	Sod	Biofiltration Sod	"Biofiltration Sod"	0.3		Delta Bluegrass (CA Natives)

TYPICAL PLANT PALETTE

BOTANICAL NAME	COMMON NAME	SIZE	WATER USE PER WUCOLS IV	COMMENTS
Shrubs				
Arctostaphylos densiflora 'Harmony'	Harmony Manzanita	#5	.3	California Native
Berberis thunbergii 'Crimson Pygmy'	Crimson Pygmy Dwarf Japanese Barberry	#5	.6	
Callistemon citrinus 'Little John'	Dwarf Bottlebrush	#5	.3	
Camellia sasanqua 'White Doves'	Camellia 'White Doves'	#5	.6	
Carpenteria californica 'Elizabeth'	Elizabeth Bush Anemone	#5	.3	California Native
Ceanothus maritimus 'Valley Violet'	Valley Violet Ceanothus	#5	.3	California Native
Ceanothus x 'Concha'	Concha California Lilac	#5	.3	California Native
Cercis occidentalis	Western Redbud	#15	.1	California Native
Chaenomeles speciosa 'Scarlet Storm'	Scarlet Storm Flowering Quince	#5	.3	
Daphne odora 'Aureo-marginata'	Variegated Winter Daphne	#5	.3	
Euonymus japonicus 'Moness'	Silver Princess™ Boxleaf Euonymus	#5	.3	
Fremontodendron californicum	Flannel Bush	#5	.1	California Native
Lavandula x intermedia 'Phenomenal'	Phenomenal French Lavender	#5	.3	
Loropetalum chinense 'Kurenai'	Jazz Hands® Dwarf Pink Chinese Fringe-flower	#5	.3	
Nandina domestica 'Compacta'	Dwarf Heavenly Bamboo	#5	.3	
Pittosporum tobira 'Wheeler's Dwarf'	Wheeler's Dwarf Japanese Mock Orange	#5	.3	
Rhamnus californica 'Mound San Bruno'	Mound San Bruno Coffee Berry	#5	.3	California Native
Rhaphiolepis indica 'Clara'	Clara Indian Hawthorn	#5	.3	California Native
Sarcococca ruscifolia	Fragrant Sweet Box	#5	.3	
Perennials				
Achillea millefolium 'Salmon Beauty'	Salmon BeautyYarrow	#1	.3	California Native
Achillea millefolium 'Sonoma Coast'	White Yarrow	#1	.3	California Native
Agapanthus praecox orientalis 'Snow Storm'	Snow Storm Lily Of The Nile	#5	.6	
Aspidistra elatior	Cast Iron Plant	#1	.3	
Erigeron glaucus 'Wayne Roderick'	Wayne Roderick Fleabane	#1	.6	California Native
Nepeta x faassenii 'Walker's Low'	Walker's Low Catmint	#1	.3	
Perovskia atriplicifolia 'Blue Spire'	Russian Sage	#1	.3	
Phormium tenax 'Jack Spratt'	Jack Spratt New Zealand Flax	#5	.3	
Salvia 'Celestial Blue'	Purple Sage	#1	.3	
Salvia leucantha	Mexican Bush Sage	#5	.3	
Salvia x jamensis 'Ignition Purple'	'Ignition Purple' Salvia	#1	.3	
Groundcover				
Ornamental Grass				
Bouteloua gracilis 'Blonde Ambition'	Blonde Ambition Ornamental Grass	#1	.3	California Native
Calamagrostis 'Foliosa'	Mendocino Reed Grass	#1	.6	California Native
Carex divulsa	Berkeley Sedge	#1	.3	
Carex tumulicola	Foothill Sedge	#1	.3	California Native
Festuca mairei	Atlas Fescue	#1	.3	
Muhlenbergia dubia	Fine Muhly	#1	.3	
Muhlenbergia rigens	Deer Grass	#1	.3	California Native
Pennisetum alopecuroides 'Hamelin'	Dwarf Fountain Grass	#1	.3	
Other				
Mulch: Fir Bark 1-1/2" Minus	Medium Walk-On Bark			3" Depth, All Landscape Areas
Linear Root Barrier	Root Solutions , or Equal			24" Depth, Continuous

CONCEPTUAL LANDSCAPE

Scale: 1" = 30'-0"

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DONALD G. MACNAIR
NO. 2800
EXP. 8/31/23
STATE OF CALIFORNIA

MACNAIR
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POST OFFICE BOX 251
KENWOOD, CALIFORNIA 95452
TEL (707) 833-2285
ELA #2800
don@macnairlandscape.com

CONCEPTUAL LANDSCAPE

PINOLE MIXED-USE

1500 FITZGERALD DRIVE
PINOLE, CA 94564

DATE: 9/13/22
MLA JOB #: 2020-28
SCALE: 1" = 30'
DRAWN: DM

L1.1

SHEET L1.1 OF 6

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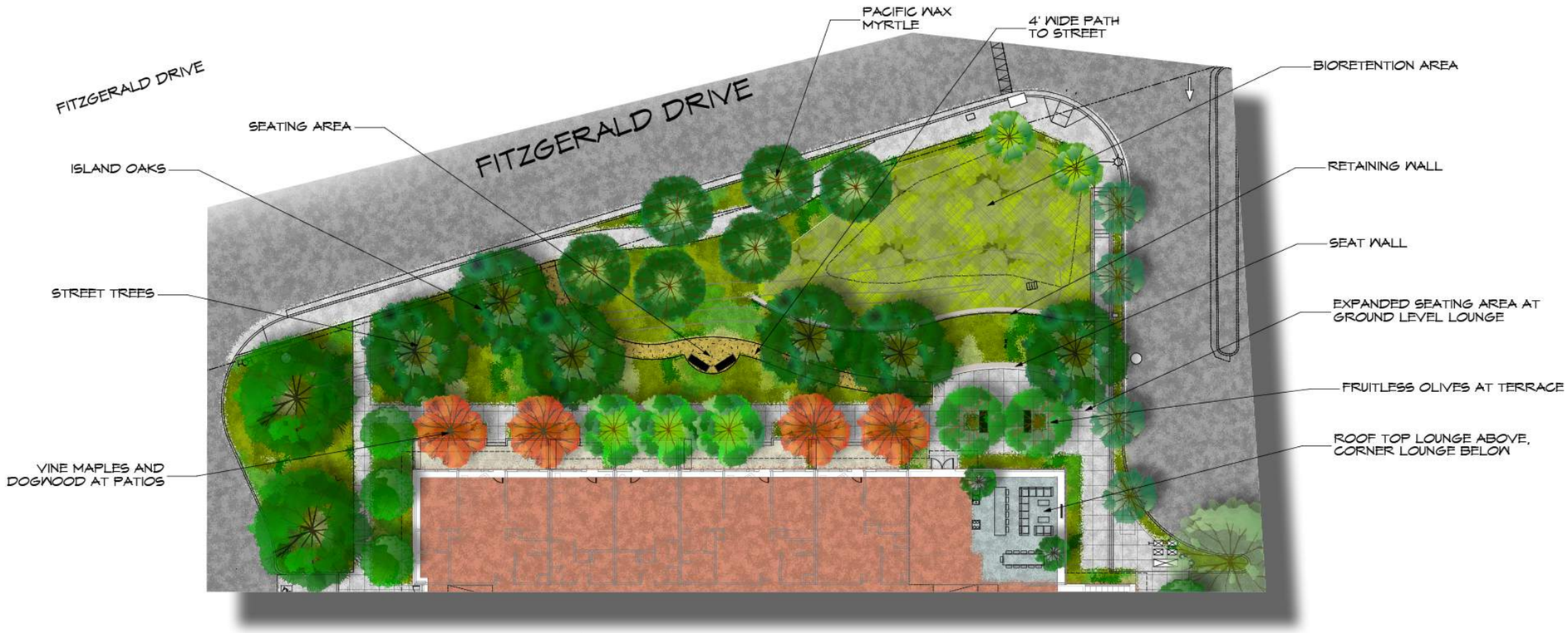

STREETSIDE COMMON SPACE

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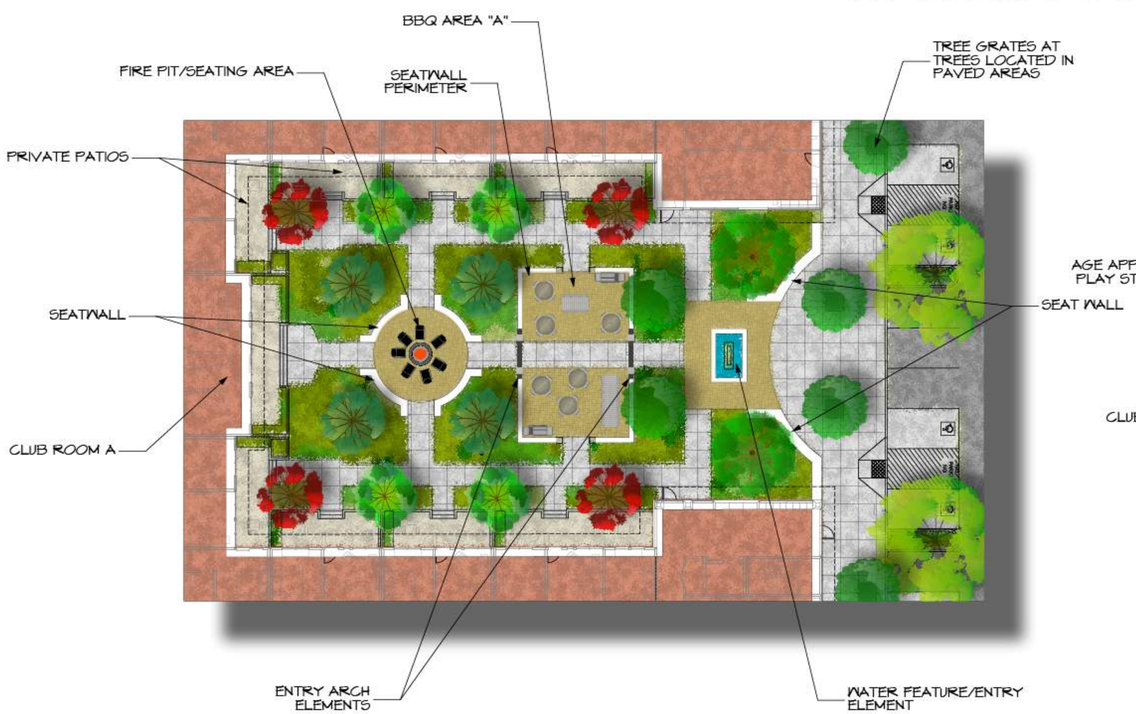
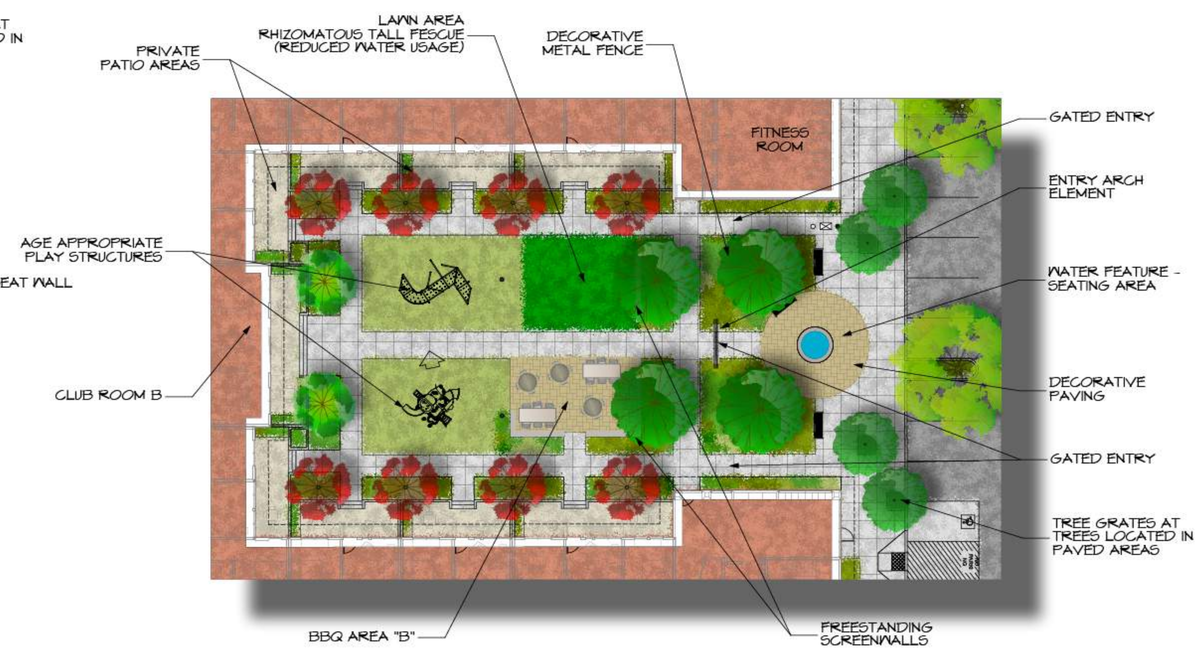


COURTYARD A

Scale: 1/16" = 1'-0"



COURTYARD B

Scale: 1/16" = 1'-0"

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COMMON AREA

PINOLE MIXED-USE

1500 FITZGERALD DRIVE
PINOLE, CA 94564

DATE: 9/13/22
MLA JOB #: 2020-28
SCALE: 1" = 30'
DRAWN: DM

L1.2

SHEET L1.2 OF 6

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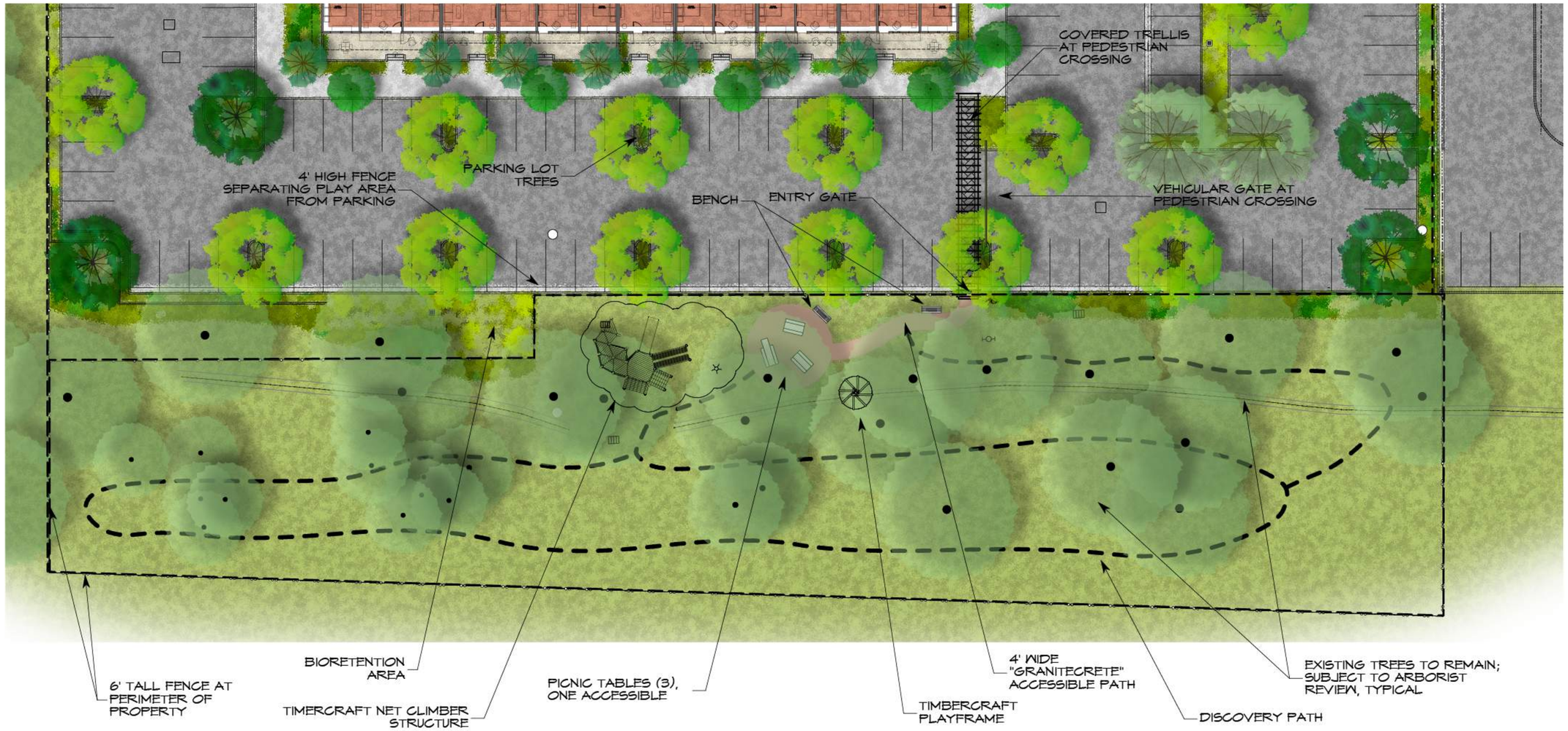

HILLSIDE PARK AREA

Scale: 1/16" = 1'-0"

MOBIUS CLIMBER 6-PANEL
COURTYARD B NORTH

MOTION
COURTYARD B SOUTH

TIMBERCRAFT NET CLIMBER
HILLSIDE PARK AREA

TIMBERCRAFT PLY FRAME
HILLSIDE PARK AREA

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HILLSIDE PARK AREA

PINOLE MIXED-USE

1500 FITZGERALD DRIVE
PINOLE, CA 94564

DATE: 9/13/22
MLA JOB #: 2020-28
SCALE: 1" = 30'
DRAWN: DM

L1.3

SHEET L1.3 OF 6

Return to Agenda

ACER PALMATUM
'BLOODGOOD'

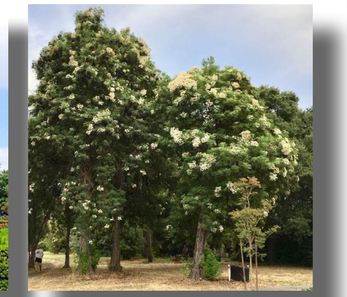
ACER PALMATUM 'SERIYU'

ACER RUBRUM
'ARMSTRONG'

CORNUS
'EDDIES WHITE WONDER'

CERCIS OCCIDENTALIS

LAGERSTROMIA INDICA
'NATCHEZ'



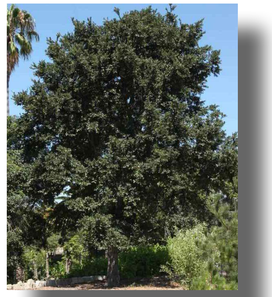
LYONOTHAMNUS
FLORIBUNDUS SUBSP.
ASPLENIIFOLIUS

MORELLA CALIFORNICA

OLEA EUROPAEA
'SWAN HILL'

PISTACIA CHINENSIS
'KEITH DAVEY'

QUERCUS AGRIFOLIA



QUERCUS TOMENTELLA

ULMUS PARVIFOLIA
'DRAKE'

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TREE IMAGES

PINOLE MIXED-USE

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PINOLE, CA 94564

DATE: 8/19/22
MLA JOB #: 2020-28
SCALE: 1" = 30'
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L1.4

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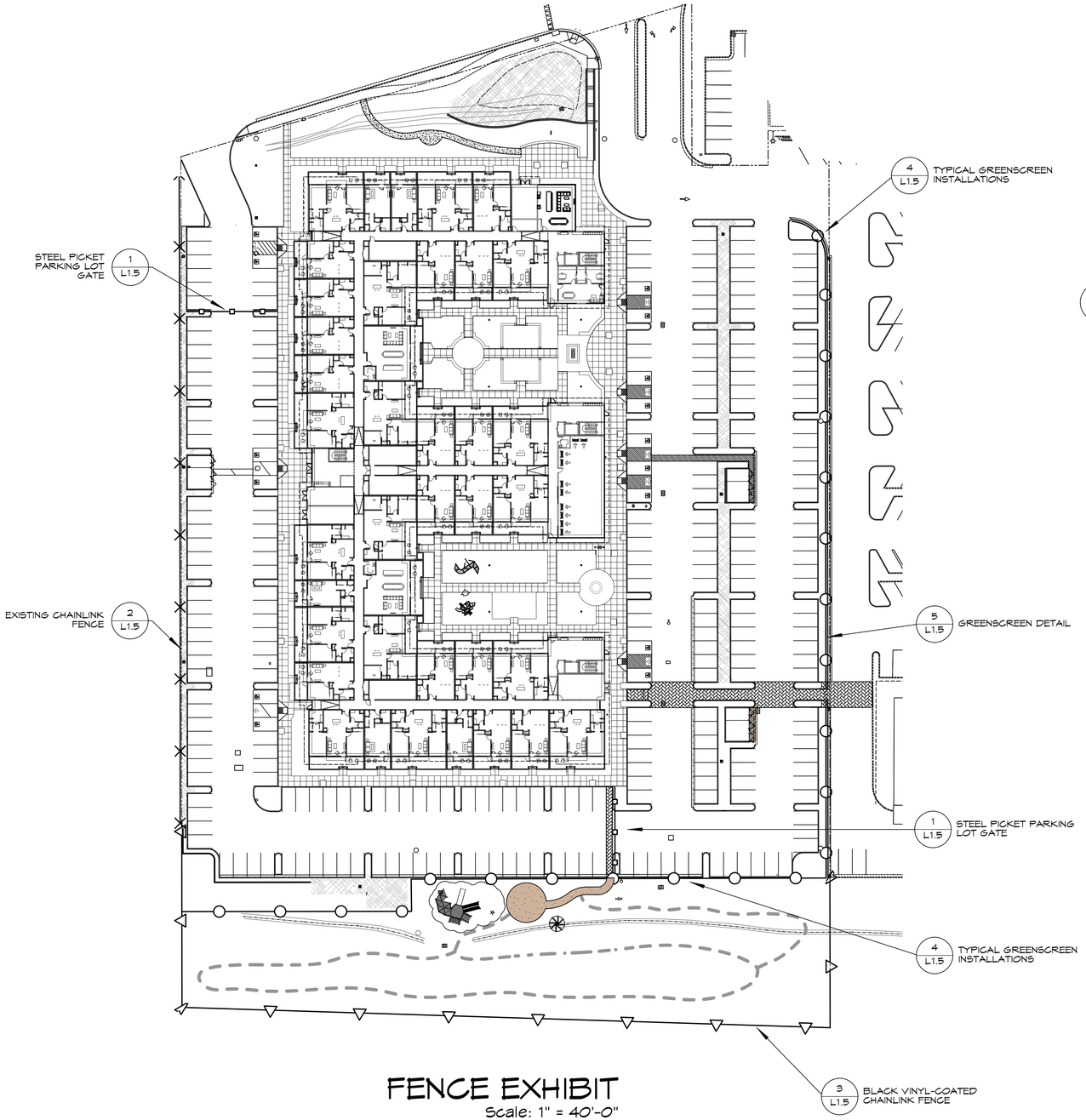


FENCE EXHIBIT

Scale: 1" = 40'-0"

FENCE LEGEND

- STEEL PICKET PARKING LOT GATE
- EXISTING CHAINLINK FENCE
- BLACK VINYL-COATED CHAINLINK FENCE
- GREENSCREEN FENCE

1 STEEL PICKET PARKING LOT GATE

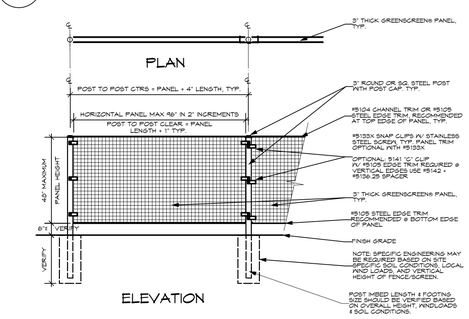
2 EXISTING CHAINLINK FENCE

3 BLACK VINYL-COATED CHAINLINK FENCE

GETTY CENTER

PARKVIEW SCHOOL

4 TYPICAL GREENSCREEN INSTALLATIONS



5 GREENSCREEN DETAIL

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EXP. 8/31/22
STATE OF CALIFORNIA

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ILA #2800
don@macnairlandscapes.com

PINOLE MIXED-USE

1500 FITZGERALD DRIVE
PINOLE, CA 94564

FENCE EXHIBIT

DATE: 8/19/22
MLA JOB #: 2020-28
SCALE: 1" = 30'
DRAWN: DM

L1.5

SHEET L1.5 OF 6

Return to Agenda

U.S.A NOTE

IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO BE FAMILIAR WITH ALL GRADE DIFFERENCES, LOCATION OF WALLS, STRUCTURES, AND UTILITIES. THE IRRIGATION CONTRACTOR SHALL EXERCISE EXTREME CARE, AND BE RESPONSIBLE FOR ANY DAMAGE IN EXCAVATING AND WORKING NEAR UTILITIES. THE LANDSCAPE CONTRACTOR SHALL COORDINATE ALL WORK WITH THE OTHER SUB-CONTRACTORS FOR THE LOCATION OF UTILITIES AND THE INSTALLATION OF PIPE SLEEVES THROUGH WALLS, UNDER ROADWAYS, AND NEAR STRUCTURES. PRIOR TO CONSTRUCTION, CONTACT ALL APPLICABLE AGENCIES AND U.S.A. AT 1-800-642-2444 OR 1-800-227-2600 TO FIELD LOCATE ALL EXISTING UTILITIES.

IRRIGATION AND HYDROZONE KEYNOTES

1. CROSS HATCHED AREAS INDICATE BIORETENTION WITH ECOMAT
2. GREEN AREA DESIGNATES "LOW WATER USE" PLANT SPECIES
3. YELLOW AREA DESIGNATES "MODERATE WATER USE" PLANT SPECIES
4. INGROUND PLANTER AREAS IN PATIOS
5. INSTALL DRIPLINE 3" BELOW GRADE IN ALL RAISED PLANTERS AT 24" OC TYPICAL; ALL DRIPLINE SHALL BE INSTALLED PARALLEL AND HELD BACK FROM EDGE 1/2 THE ROW SPACING.
6. ROOF TOP TERRACE
7. LAWN AREA (OR OPTIONAL ARTIFICIAL TURF)
8. TREE BUBBLERS, TWO PER TREE. TYPICAL ONE ABOVE GRADE STREAM BUBBLER AND ONE SUB-SURFACE BUBBLER
9. ECO-MAT: INSTALL 4" BELOW GRADE IN BIORETENTION AREAS AT 14" OC; LOW WATER USE, TYPICAL
10. 4' SQUARE TREE WELL WITH TREE GRATE, TYPICAL IN PAVED AREAS
11. BLUE AREA DESIGNATES "VERY LOW WATER USE" PLANT SPECIES
12. WATER FEATURE - "HIGH WATER USE"
13. TREE HYDROZONE AREAS ARE CALCULATED WITH A 6' WETTED DIAMETER (28.26 SF PER TREE).

THESE DRAWINGS COMPLY WITH THE CRITERIA OF THE ORDINANCE. ORDINANCE REQUIREMENTS HAVE BEEN APPLIED FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN AND THE LANDSCAPE DESIGN PLAN.

MAWA AND ETWU CALCULATIONS

1) Maximum Applied Water Allowance (MAWA)

MAWA = (ETo) (0.62) [(0.55 X LA) + (0.45 X SLA)]

Where:
ETo = Annual Net Reference Evapotranspiration (inches)
0.45 = ET Adjustment Factor (Commercial)
0.55 = ET Adjustment Factor (Residential)
LA = Landscaped Area (square feet)
0.62 = Conversion factor (to gallons per square foot)
SLA = Portion of the landscape area identified as Special Landscape Area (square feet)
0.45 = the additional ET adjustment factor for Special Landscape Area (1.0 - 0.55 = 0.45) (Commercial)
0.55 = the additional ET adjustment factor for Special Landscape Area (1.0 - 0.45 = 0.55) (Residential)

Commercial (C) or Residential (R) C

A) Net Evapotranspiration Calculation

Local Reference ETo 41.80

26.70"/yr (Annual Rainfall)	X	.25	=	6.68 (Effective Rainfall)		
Net Evapotranspiration Calculation = Annual ETo - Effective Rainfall					=	35.13

B) Adjusted Landscape Area Calculation

40,656 sf (Landscape Area)	X	0.45 Adjustment Factor	=	18,295.42 sf
0.00 sf (Special Landscape Area)	X	0.55 Adjustment Factor	=	0.00 sf
		Sum of Adjusted Landscape Area	=	18,295.42 sf

MAWA=	35.125	X	.62	X	18,295 sf	=		348,424 gal/yr

2) Estimated Total Water Use (ETWU)

A) Net Evapotranspiration Calculation = 35.13 sf

Net Evapotranspiration Calculation = Annual ETo - Effective Rainfall

B) Adjusted Landscape Area Calculation

254.47 sf Very Low Water Use	X .1	25.45 sf
37,435 sf Low Water Use	X .3	11,230.49 sf
2,878 sf Moderate Water Use	X .6	1,727.28 sf
88.27 sf High Water Use / Water Feature	X .8	7.06 sf
	Sum of Adjusted Landscape Area =	12,990.28 sf

ETWU =	35.13	X	.62	X	12,990 sf	/	0.81	=		353,620 gal/yr

Irrigation Efficiency Factor

Square Footage of Landscape on Drip	40,028.45 sf
Square Footage of Landscape on Spray	541.77 sf
Total Square Footage of Landscape	40,568.22 sf
Adjusted Irrigation Efficiency Factor	0.81

CONCEPT HYDROZONE DETAIL TABLE

Name	Method	Water Use	Water Use Value	Hydrozone Area in SF	% of Landscape
Bioretention	Eco-Mat	Low	0.3	8,624.15 sf	21.2%
Lawn	Overhead Spray	Moderate	0.6	541.77 sf	1.3%
Patio Planters	Sub-Surface Dripline	Low	0.3	172.96 sf	0.4%
Patio Planters	Sub-Surface Dripline	Moderate	0.6	700.52 sf	1.7%
Roof	Sub-Surface Dripline	Moderate	0.6	93.45 sf	0.2%
Shrub Areas	Sub-Surface Dripline	Low	0.3	26,082.24 sf	64.1%
Tree	Root Watering System	Very Low	0.1	226.19 sf	0.6%
Tree	Root Watering System	Low	0.3	2,575.87 sf	6.3%
Tree	Root Watering System		0.6	1,571.35 sf	3.9%
Water Feature	Water Feature	High	1	88.27 sf	0.2%
				40,657 sf	100%

CONCEPT SUMMARY HYDROZONE TABLE

PLANT TYPE	AREA	% OF LANDSCAPE
Very Low	254.47	1%
Low	37,434.46	92%
Moderate	2,872.51	7%
High	88.27	0%
Total	40,656.51	100%

TYPICAL IRRIGATION EQUIPMENT

EQUIPMENT	MANUFACTURER	MODEL	REMARKS
STREAM BUBBLER: 6" POP-UP	HUNTER	PROS-06-CV-R-PRS30-MSBN-25Q	TREE WELL BUBBLER, AIM AT ROOT BALL; 1 PER TREE
ROOT WATERING SYSTEM	HUNTER	RZWS-18-25-CV	1 PER TREE
1" NORMALLY CLOSED MASTER VALVE	HUNTER	ICV-101G	INSTALL DOWNSTREAM FROM BACKFLOW PREVENTER
REMOTE CONTROL VALVE: TREE BUBBLER	HUNTER	ICV-101G-AS-ADJ	TREE BUBBLER CIRCUIT VALVE; SEE PLAN FOR SIZE
REMOTE CONTROL VALVE: DRIP CIRCUIT	HUNTER	ICZ-101-LF-25, ICZ-101-25	DRIP CIRCUIT VALVE
6 STATION BASE CONTROLLER (2 WIRE CONFIGURATION)	HUNTER	IC-600-SS	MOUNT ON PANEL AT EYE LEVEL
DUAL DECODER MODULE	HUNTER	DUAL -1, DUAL -2, DUAL -S	
DUAL SURGE ARRESTOR	HUNTER	DUAL -S	
DUAL DECODER OUTPUT MODULE	HUNTER	DUAL-48M	
SOLAR SYNC SENSOR (WIRELESS)	HUNTER	WSS-SEN	MOUNT AT ROOF LINE ABOVE CONTROLLER LOCATION
R.P. BACKFLOW PREVENTER - 1"	FEBCO	860U	
BACK FLOW PREVENTER ENCLOSURE	LE MEUR	BF 18" X 30" X 30"	INSTALL PER MANUF. SPECS
QUICK COUPLER W/ COVER	CHAMPION	QCV-075V	SEE PLAN FOR SIZE
BALL VALVE IN VALVE BOX	WATTS	B6400 SERIES	MATCH MAINLINE SIZE; REFER TO DETAIL
AUTOMATIC LINE FLUSH VALVE	HUNTER	AFV-T	INST. IN 6" VALVE BOX @ END OF CIRCUIT
AIR RELIEF VALVE	HUNTER	AVR-075	INST. IN 6" VALVE BOX @ HIGH POINT OF CIRCUIT
PIPE AND WIRE CHASE	PVC	CL 200	SEE PLAN FOR SIZE
SUB-SURFACE BIOSWALE IRRIGATION	HUNTER	ECO-MAT 17MM	INSTALL 4" BELOW GRADE ALL BIOSWALE AREAS
POLY TO PVC CONNECTOR W/ COMPRESSION FITTING		SEE DETAIL G/L3	
LANDSCAPE DRIPLINE	RAINBIRD	XFS-06-12-XX	INSTALL 3" BELOW GRADE @ SPACING SHOWN
MAINLINE	PVC	SCH 40 (1-1/2" AND SMALLER)	
LATERAL	PVC	SCH 40	
FLOW SENSOR	CST	FSI-T10-000	INSTALL AT POINT OF CONNECTION
WATER METER			REFER TO CIVIL DRAWINGS

CONCEPT IRRIGATION PLAN

Scale: 1" = 30'-0"

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CONCEPT IRRIGATION PLAN

PINOLE MIXED-USE

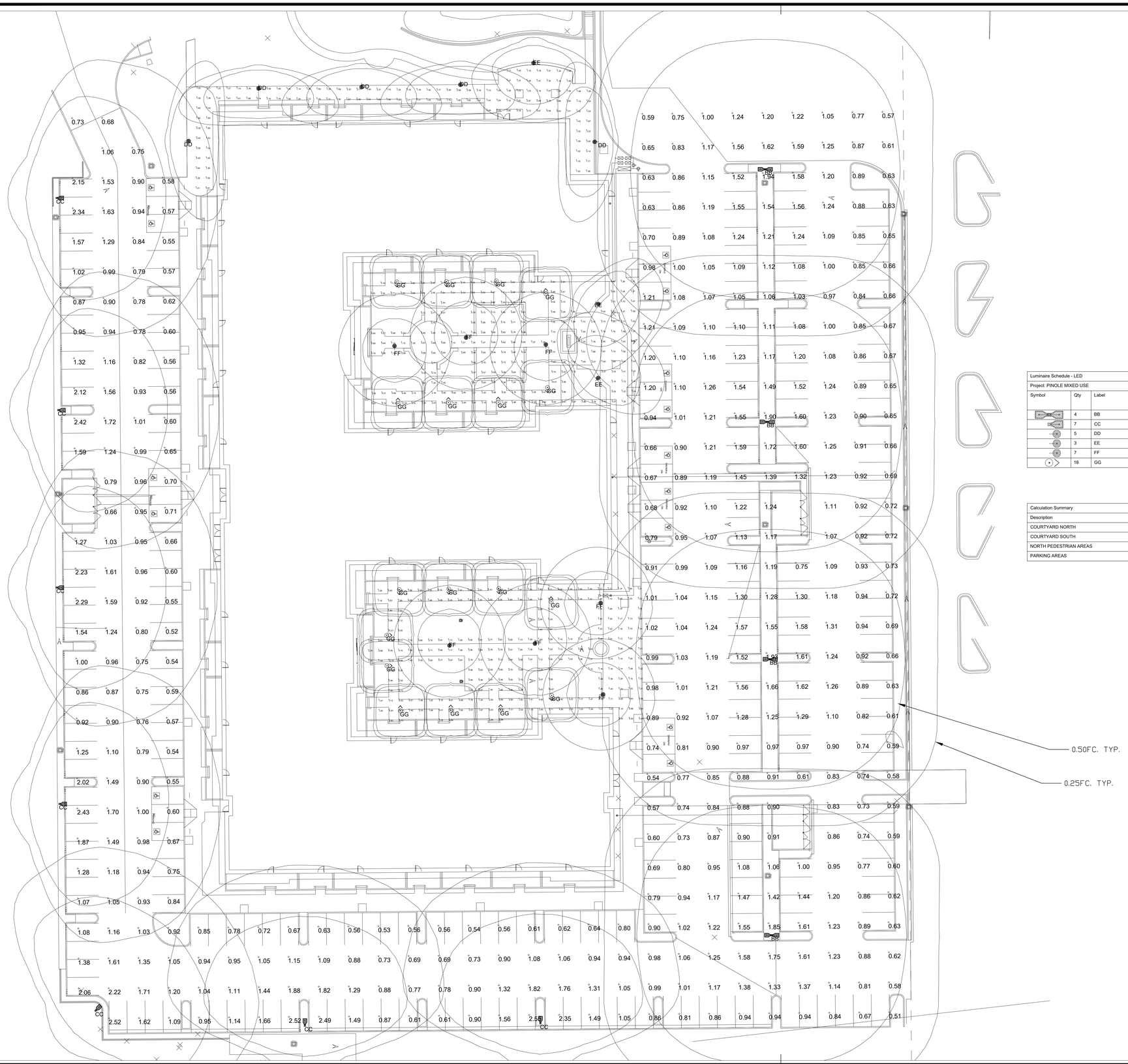
1500 FITZGERALD DRIVE
PINOLE, CA 94564

DATE: 9/13/22
MLA JOB #: 2020-28
SCALE: 1" = 30'
DRAWN: DM

L2.1

SHEET L2.1 OF 6

Return to Agenda



Luminaire Schedule - LED								
Project: PINOLE MIXED USE								
Symbol	Qty	Label	Arrangement	LLF	Luminaire Lumens	Luminaire Watts	Description	Filename
	4	BB	Back-Back	0.900	11141	74.35753	P26-48L-500-NW-G2-5W	p26-48l-500-nw-g2-5w.ies
	7	CC	Single	0.900	10790	74.35753	P26-48L-500-NW-G2-4	p26-48l-500-nw-g2-4.ies
	5	DD	Single	0.900	2137	14.3	P15-P-A01-740-T2M @ 14'	P15-P-A01-740-T2M.ies
	3	EE	Single	0.900	2154	14.3	P15-P-A01-740-T4S	P15-P-A01-740-T4S.ies
	7	FF	Single	0.900	2251	14.3	P15-P-A01-740-T5S	P15-P-A01-740-T5S.ies
	18	GG	Single	0.900	2195	23.1	PBL-42-14L-450-NW-G2-5-UNV	pbl-14l-450-nw-g2-5-unv.ies

Calculation Summary							
Description	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
COURTYARD NORTH	Illuminance	Fc	2.42	12.55	0.19	12.74	66.05
COURTYARD SOUTH	Illuminance	Fc	2.80	15.58	0.45	6.22	34.62
NORTH PEDESTRIAN AREAS	Illuminance	Fc	1.49	2.78	0.52	2.87	5.35
PARKING AREAS	Illuminance	Fc	1.06	2.55	0.51	2.08	5.00

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON ESTABLISHED IES PROCEDURES AND PUBLISHED LAMP, RATINGS, FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST, ELECTRICAL, AND SITE CHARACTERISTICS.

Calculations have been performed according to IES standards and good practice. Some differences between measured values and calculated results may occur due to tolerances in calculation methods, testing procedures, component performance, measurement techniques and field conditions such as voltage and temperature variations. Input data used to generate the attached calculations such as room dimensions, reflectances, furniture and architectural elements significantly affect the lighting calculations. If the real environment conditions do not match the input data, differences will occur between measured values and calculated values.

Associated Lighting Representatives, Inc.

ASSOCIATED LIGHTING REPRESENTATIVES, INC
7777 PARDEE LANE
P.O. BOX 2265
OAKLAND, CA 94621
PHONE: (510) 638-0158 - FAX (510) 638-2908

REPORT FOR: MACNAIR LANDSCAPE ARCHITECTURE
BY: APPLICATIONS ENGINEERING; RAMON ZAPATA
SALES REPRESENTATIVE: ALR; TIM HALEY

AGI32 VERSION 20.1
AGI (C) 2021 LIGHTING ANALYSTS, INC.
10268 W. CENTENNIAL ROAD, SUITE 202
LITTLETON, CO 80127

PROJECT DESCRIPTION

PINOLE MIXED USE

.

DRAWING NO. / INPUT FILE
19968HAL.DWG / 19968HAL.A32

SCALE	SHEET	DATE	REV
1" = 20'	1 OF 1	05.13.2022	X

ATTACHMENT C

Item E1

Memorandum

TO: PLANNING COMMISSION MEMBERS

FROM: David Hanham, Planning Manager

SUBJECT: Recommendation to the City Council Regarding the Pinole Vista Project at1500 Fitzgerald Drive

DATE: July 25, 2022

PROJECT INFORMATION

Property Owner	ROIC California 11250 El Camino Real #200 San Diego, CA 92130
Applicant	Chris Cole, c/o Metrovation25 Bridge Avenue, Suite 150 Red Bank, New Jersey, 07701
File	Planning Application PL21-0035 Design Review Application DR21-12
Location	1500 Fitzgerald Drive Pinole CA 94564
Assessor Parcel Number	426-391-010
Total Area	5.93-acre parcel, total • 1.19 acres building sites • 4.74 acres of circulation/parking lot/landscaping areas
General Plan Land Use Designation	SSA, Service Sub Area
Specific Plan Sub-Area	SSA, Appian Way /Service Sub-Area
Zoning Classification	CMU, Commercial Mixed Use
Review Authority	Comprehensive Design Review - Planning Commission – Pinole Municipal Code (PMC) Section Table 17.10.060-01 Tree Removal Permit – Planning Commission – PMC Section 17.96.060 Affordable Housing Regulatory & Density Bonus Agreement – City Council – PMC Section 17.32.060 (D) & PMC Section 17.38.080 California Environmental Quality Act Determination – Planning Commission – CA Public Resources Code Section 15022

	Density Bonus Review – City Council – PMC Section 17.38.080 and California Government Code section 65915. Note: The Municipal Code provides that whenever a project is requesting concessions under the Density Bonus Law, the City Council is the decision-making authority for all required permits for the project. Therefore, the Planning Commission's role in this project is to make a recommendation to the City Council, and the Council will consider action on all entitlements.

PROJECT DESCRIPTION

The proposed project consists of demolishing an approximately 91,000 square foot vacant retail structure (formerly Kmart) and constructing a five-story 263,862 square-foot 223-unit apartment building on an existing parcel within the Pinole Vista Shopping located at 1500 Fitzgerald Drive. Pursuant to the City's inclusionary housing requirements (PMC 17.32.020), the project will offer 13 very- low-income units, 14 low-income units with the remainder of the 196 units being market-rate units. The building will have the same orientation as the former Kmart building with the main entrances facing the existing shopping center. The front façade (east elevation) and the parking lot will be changed from its initial orientation of 45-degree parking stalls to 90-degree parking stalls. The rear of the building (west elevation) will add an additional row of parking along the building and have three entrances to the building that connect to the front lobbies. The sides of the building (north and south) will include additional landscaping and a new passive open space area for use on the southern end of the property. Landscaping will be added to the front of the building elevation and within the two rows of parking. Additional project details are provided in the Project Components section later in this report.

BACKGROUND

Overview of State Housing Laws

In recent years, the California Legislature has adopted or strengthened a number of laws intended to facilitate the development of new housing. These laws significantly restrict, or completely remove, the discretion of cities when reviewing certain residential projects within their jurisdiction.

The State Density Bonus law provides special multiple incentives to project that include affordable housing units. First, projects that provide affordable units are entitled to "bonus units" that allow the project to include more units than would otherwise be allowed by a city's adopted density requirements. The greater the percentage of affordable units in the project, the greater the percentage bonus a project is entitled to receive, with the specific percentages established by state law.

In addition to a density bonus, the State Density Bonus law provides projects with "concessions". An applicant may use a concession to reduce or eliminate any specific site development standards, zoning code requirements or architectural design requirements. An applicant is entitled to between 1-4 concessions based on the percentage of affordable units in the project. In addition, projects are automatically entitled to reduced parking requirements even without the use of any concession. Finally, density bonus projects are also entitled to "waivers". An applicant may use a waiver to reduce or eliminate any standard that would physically prevent the project from being built at the density allowed (with the

density bonus units included).

In addition to the Density Bonus Law, the Housing Accountability Act prohibits a city from denying, or reducing the density of, any project that complies with all of the City's adopted objective standards. Conditions imposed on the project must not make the project infeasible. Under state law, a project complies with an adopted objective standard if that standard has been reduced or eliminated pursuant to the Density Bonus Law.

The City may only deny the use of a concession or waiver under the Density Bonus Law or deny or reduce the density of a project that complies with all adopted objective standards **if** the City can make very specific and narrow findings that the project would cause a "specific, adverse impact upon the public health or safety" that cannot be mitigated. A "specific, adverse impact" is defined under state law as "a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete."

Project Overview

The property at 1500 Fitzgerald Drive is currently configured with an approximately 91,000 square foot vacant commercial retail building formerly occupied by Kmart and owned by the ROIC Pinole Vista Limited Liability Corporation. The commercial structure has been vacant since early 2019 with seasonal uses of the building (I.e., Halloween Spirit store) sporadically. The project is surrounded by Fitzgerald Drive to the north, the City Limits and existing single-family residential (unincorporated El Sobrante) to the south, the existing Pinole Shopping Center to the east, and Best Buy (Pinole Vista II) shopping center to the west. The Pinole Vista Shopping Center tenants include Mountain Mike's Pizza, Lucky's Supermarket, Starbucks, Big Five Sporting Goods, Pho Craze, Ristorante Due Rose, Noah's Bagel, the UPS Store and other smaller service, restaurant, and retail tenants. See **Figure 1** for an aerial view of the project's location.

On April 6, 2021, Chris Cole, Applicant, on behalf of the property owner, submitted a Planning application for demolition of the existing commercial building and construction of a new five-story 223-unit apartment building at 1500 Fitzgerald Drive. See **Figure 2** for the proposed site plan for the new development.

Figure 1: Project Location

Figure 2: Proposed Project Layout

The Planning Commission Ad-Hoc Committee, consisting of three Planning Commissioners, provided input to staff on the proposed project on two occasions. The Ad-Hoc Committee provided feedback on design treatments and project specifics on May 5, 2021, that resulted in revisions to the architecture with additional building details as well as landscape improvements.

The applicant conducted a virtual community meeting on July 29, 2021. The Applicant sent notices to all property owners within 1,000 feet from the project area. The community meeting was attended by 16 people. The majority of public comments were related to the size and scale of the project. There were also comments from the public regarding the loss of the commercial use on the site. The applicant took all of the names of the people who attended and reached out to them throughout the process.

Updated plans were reviewed by the Ad-Hoc Committee on July 14, 2022. At that meeting, the Committee reviewed comments from May 2021 and input from the community meeting and recommended to staff that with the additional comments below, the project was ready to be reviewed by the Planning Commission. The Ad-Hoc Committee's additional July 2022 comments are summarized below, with a note from staff in italics regarding the status of the recommendation.

1. Consider using native trees for the new landscaping being proposed

   Staff Comment: *The Applicant will consult with the arborist, and a condition of approval has been included in the draft conditions of approval which would require the inclusion of more native trees to the maximum extent possible.*

2. Ensure existing landscaping at project frontage/entrance is refreshed.

   Staff Comment: *New plantings and refreshed landscaping are included in the plans and will be implemented.*

3. Consider fencing around the exterior for the project.

Staff Comment: *In consultation with the applicant and their design architect, there are opportunities for perimeter fencing and gating for the project, in order to provide circulation safety given the adjacent shopping center. A condition of approval has been included to require the applicant to prepare and submit a perimeter fencing and gating plan for review and approval by the Community Development Director in consultation with the Planning Commission Ad-Hoc Committee and the Pinole Police and Public Works Department. The perimeter fencing and gating for the project will be required to clearly delineate and separate the residential areas from the commercial shopping center, be at least 48 inches in height, constructed of attractive and high- quality materials and remain in place through the life of the residential building.*

4. Ensure adequate lighting but minimize spillover light.

Staff Comment: *Preliminary lighting fixture details are included the plans, and a condition of approval has been included in the draft conditions of approval that would require the project to comply with the City's Municipal Code Lighting standards, which address levels of illumination.*

5. Consider if permeable paving can be used in parking areas.

Staff Comment: *The Applicant has indicated to staff that permeable paving is infeasible due to the cost of the materials.*

6. Consider Electric Vehicle (EV) parking, E-Bike charging, Solar Panels.

Staff Comment: *The Applicant will be installing eight EV charging stations on southeast portion of the parking area and will be adding stations in the future as demand increases. Conduit will be installed in the parking area, making additional EV charging stations in the future feasible without additional modifications to the parking area. The Applicant is working with the design engineer to make sure the building has the capacity for E-Bike charging. The Applicant will be installing solar panels on the roof top as a part of this project.*

7. Consider another roof deck and appropriate play space within the courtyards.

Staff Comment: *City Staff has confirmed from the applicant that based on the design of the roof on the southern portion of the building there are not opportunities for additional roof decks. The applicant has confirmed that there is an opportunity for an additional children's play space (most likely a passive play space) in one of the courtyards and has included a requirement to provide such an amenity through the draft conditions of approval.*

PROJECT COMPONENTS

Uses and Layout

The proposed apartment building contains five floors of residential units. The ground floor level includes three major lobby areas and tenant amenities/ facilities including a fitness center, a leasing office, mailboxes, restrooms, storage for up to 160 bicycles, lounge/café, and access to two courtyards. The proposed unit mix on the ground level is five studios, 16 one-bedroom, 12 two-bedroom, and 4 two bedrooms plus office units. All the exterior units on the ground level have private patios that are 258 square feet Levels Two through Four include a mixture of eight studios, 21 one-bedroom, 14 two-bedrooms, and four two-bedrooms plus office units. Level Five includes a mixture of seven studios, 20 one-bedroom, 14 two-bedroom, and four two-bedroom plus office units. Open space is provided with two outdoor courtyards, benches, and picnic tables along the southern portion of the property, a seating area in the lounge in the front of the property facing Fitzgerald Drive, and a rooftop common open space area on the northeast side of the building facing Fitzgerald Drive. Solar Panels will be installed on the roof in a location that will maximize the energy absorption for the building.

Parking

The proposed construction requires modifications to the existing parking area. Sidewalks and additional landscaping will be installed around the exterior of the building. The redeveloped parking lot for the project will provide 275 surface parking spaces that surround the apartment building. **Table 4** shows the parking requirements. In general, all parking areas would be repaved with concrete. Existing landscaping strips in and around the existing parking area will be removed; and new landscaping areas consisting of native shrubs and ground covers as is prescribed in the preliminary landscape plan is being proposed. The project proposes a shared parking arrangement and parking management strategies with the existing shopping center to provide sufficient parking to meet demand (see **Attachment D)**.

Accessibility

To comply with the ADA (Americans with Disabilities Act) accessibility standards, a new 48-inch-wide pathway and ramp from the sidewalk on Fitzgerald Drive would be established around the apartment building. The parking area would be repaved and restriped to accommodate the new path as well as relocated ADA spaces. Likewise, the landscape area at the Fitzgerald Drive portion of the property will be updated to establish the ramp and path. A new accessibility path to the rear of the property will also be established along east and west of the project.

Landscaping

The landscaping on the property would generally be refreshed on the northern and southern portion of the property, the front and rear parking areas, and landscaping around the building, as shown in the project's landscaping plan (**Attachment C**). The landscaping is native to the area and drought tolerant. PMC Section 17.44.050 addresses the placement and size of the landscape treatment for the project. The preliminary landscape plan (Pages L1.1 to L1.3 of the project plans) outlines the placement, size, and species of all of the landscape components (trees, shrubs, groundcovers, and turf). The landscaping plan is in compliance with the PMC requirements for landscaping.

There are 83 total trees within the development site, 29 of which would be removed, including three native trees. The three native trees, Italian Stone Pines along the property frontage of Fitzgerald Drive are classified as protected pursuant to PMC Chapter 17.98 due to their size (greater than 56 inches or larger

in circumference measured four and a half (4 1/2) feet above the natural grade) and are proposed to be removed. PMC Table 17.44.070-1 (Tree Replacement Schedule) requires the removal of protected trees 6 inches or greater to be mitigated with a minimum 36-inch box replacement trees. In recognition of the size and maturity of the existing protected trees more mature trees are recommended to be planted as replacement trees for the project. In order to achieve an immediate effect of robust landscape installation and allow the replacement trees to reach optimum height more quickly, staff recommends enhanced planting requirements.

Staff has included a condition of approval that would require a minimum of six replacement trees, with three of the replacement trees being 48-inch or 60-inch box trees, and three being 36-inch box trees. The species and exact planting location is subject to review and approval by the Community Development Director, in consultation with the Planning Commission Ad-Hoc Subcommittee. The species selection is conditioned to be drought-tolerant and native, complement the architectural design of structures on the site, and suitable for the soil and climatic conditions specific to the site. The Applicant will also be required to submit a protected tree removal plan, pursuant to PMC Section 17.96.060.D indicating which protected trees can be removed and shall be used by the Community Development Director to issue a protected tree removal permit in compliance with the action taken on the entitlements.

Development Standards

Table 1 compares the proposed project with the required development standards in Chapter 6 of the Three Corridors Specific Plan and in PMC Section 17.24.030 and 17.48.050 of the Zoning Ordinance. As noted, there are standards that are being waived or modified consistent with California State Law for the project's provision of affordable housing under a Density Bonus request (PMC Section 17.38.010), as supplemented by the latest provisions under California Government Code Section 65915. Additional information on waivers and concessions requested are discussed later in this report.

Circulation

The Pinole Vista Apartment's circulation is dictated by the existing circulation conditions of the Pinole Vista Shopping Center. The Apartment complex is using two existing access driveways on the western portion of the property to create loop around the building. By removing the existing vacant structure and adding the apartment building, the site gains an additional 40,000 square feet of buildable area. This additional square footage allowed the project to add parking adjacent to the building on the rear and southern portion of the property. In the front portion of the building the parking lot is proposed to be adjusted to allow for two full rows of 90-degree parking. By taking away the existing parking and installing the two new rows, it gives the apartment an opportunity to create new main aisle for the existing shopping center and create a boundary for the residents. The residents will access the shopping from a covered walking path from the apartment building to the western edge of the shopping center. The applicant will be required, through a condition of approval, to fence the project for the purpose of delineating the existing shopping center parking and the apartment complex.

Overall Design

The proposed architecture of the new multi-family residential building has a distinct coordinated look throughout each level of the building that at the same time provides variation in colors, materials, and articulation to provide interest and reduction in visual massing. The ground floor is mixture of a brown and tan colored concrete base, vines, and planters. In order to better integrate into the existing shopping

center, the ground level at the front of the building (east elevation) has been designed to have the appearance of a commercial front with full length windows as well as covered sidewalks to give the look of storefront awnings. In addition, the front living units on the ground floor (facing the existing shopping center) have raised patios to create an outdoor dining look. Levels two through four feature whitewash and tan accent plaster. Level five is accentuated by gray horizontal siding that wraps the entire building. On all levels the building features a dark trim. Elevations are varied and punctuated with metal guardrails, glass and metal railing, and casement windows. The rooftop located on the northeast portion of the building offers an uncovered outdoor common space for residents including a lounge furniture, outdoor tables, and a BBQ island. The rooftop common area will be landscaped with raised planters. **Figures 2** through **5** show the proposed design of the new apartment building. The full set of project renderings are located on Pages A3.1 through A3.9 of the plan set (**Attachment C**).

Table 1. Development Standards

Development Standard	PMC Requirement and Citation	Specific Plan Requirement and Citation	Proposal	Compliance
Density (dwelling units/acre, or "du/ac")	Eligible for Density Bonus up to 25% of the "base units" (State Government Code Section 65915)	Between 20.1 and 30.0 units per acre (Three Corridor Specific Plan – Table 6.1 page 6.0- 4)	37.6 du/ac (223 units proposed on a 5.93-acre development site)	Yes, with application of State Density Bonus provisions (Government Code 65915)
Setbacks				
Front	N/A	0-5 feet (Table 6.16. page 6.0.58)	67	Yes
East Side	N/A	0 feet (Three Corridor Specific Plan Table 6.16. page 6.0.58)	Over 142 feet	Yes
West Side		0 feet (Three Corridor Specific Plan Table 6.16. page 6.0.58)	77 feet	Yes

Development Standard	PMC Requirement and Citation	Specific Plan Requirement and Citation	Proposal	Compliance
Rear	N/A	0 feet (Three Corridor Specific Plan, Table 6.16. page 6.0.58)	167 feet	Yes
Height	N/A	6 stories/ 75 feet (Table 6.16. page 6.0.58	5 stories/55 (to the roof)/ 64 feet (to the roof access structure)	Yes
Parking	363 spaces for residents and 78 for visitor parking (Section 17.18.050, Table 17.48.050-1)	N/A	275 spaces	Yes, application of State Density Bonus provisions (Government Code 65915.p.1)[1]
Open Space (Multifamily)	Multifamily: 20% of lot area and not less than 300 square feet per unit (PMC Section 17.24.030 {2})	N/A	32% 369 square feet per unit	Yes
Landscaping	Multifamily: 30% of lot area (PMC Section 17.24.030 {3})	N/A	32%	Yes

1 The State Density Bonus Law allows for standard reduction in parking. The State Law maximum parking requirement is 1-space/per studio and one-bedroom units and 1.5 spaces/per two bedroom or greater. Using the State Density provisions and the proposed unit mix, the parking requirement is 267. The City is not able to require further increases to the proposed parking count.

Figure 2: Project Rendering from Main Project Entry (from Fitzgerald Drive)

Figure 3: Project Rendering with Ground Level Detail

Figure 4: Project Rendering of West Entrance

Figure 5: Project Rendering of Evening View from the Shopping Center Plaza

Required Land Use Approvals

Entitlements and approvals required for the project include Comprehensive Design Review, Tree Removal Permit, Density Bonus Request, Affordable Housing Regulatory & Density Bonus Agreements, and a California Environmental Quality Act (CEQA) determination. Pursuant to PMC Table 17.10.060-1, the Planning Commission has approval authority of the Comprehensive Design Review, Tree Permit and CEQA determination. However, PMC Section 17.38.080 provides that whenever a project is requesting concessions under the Density Bonus Law, the City Council is the decision-making authority for all required permits for the project. In addition, the City Council has approval authority over the Affordable Housing Agreement, which is necessary to ensure that the affordable units required by the City's inclusionary housing ordinance and the Density Bonus Law are provided and maintained for 55 years. The Affordable Housing Agreement will be reviewed by the Council only after entitlements are approved. Accordingly, the Planning Commission will be making a recommendation to the City Council regarding the proposed project, and not a final decision. Final decision on the entitlements will rest with the City Council.

ANALYSIS

As part of the Comprehensive Design Review, the project is reviewed for consistency with the City's General Plan, the Three Corridor Specific Plan, and the Zoning Ordinance. The purpose of comprehensive design review is to ensure that the design and layout of the proposed project will constitute suitable development and will not result in a detriment to the City of Pinole or to the environment. Unlike a Conditional Use Permit, Comprehensive Design Review does not review the proposed use, only the project's design and layout. The Planning Commission, when making a recommendation to the City Council, is required evaluate specific findings for approval as described under Pinole Municipal Code Chapter 17.12.150. The following discussions expand on elements considered in determination of consistency with findings in order to assist the Planning Commission in making their recommendation.

It is recognized that consistency with City policies and regulations would need to be viewed in context with State law that may allow for provision of certain deviations for local standards. To that extent, the authorized body taking action on entitlements may find that the project is consistent with the applicable City policies and regulations, and as provided by State law.

General Plan Consistency

The property located at 1500 Fitzgerald Drive has a General Plan Land Use Designation of "SSA" (Sub-Service Area). The SSA designation is intended to maintain and enhance existing land uses while providing land use flexibility and incentives to encourage new private investments and additional development. Each Service-Sub Area has a different emphasis. The Appian Way Corridor SSA is intended to maintain and enhance the regional gateway area into Pinole and capitalize on freeway access to upgrade existing development and attract a desirable mix of commercial service and residential uses.

POLICIES

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, and the Sustainability Element. The policies below are a partial list of the most relevant to the project.

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.1.2 Require all new development to incorporate high-quality site design, architecture and planning to enhance the overall quality of the built environment in Pinole and create a visually interesting and aesthetically pleasing town environment.

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.3.2 Ensure high quality site planning, architecture and landscape design for all new residential development, renovation, or remodel

POLICY LU. 7.5 Ensure that new and existing developments can be adequately served by municipal services and facilities in accordance with City standards. New projects which require construction or expansion of public improvements shall pay their fair share of the costs necessary to improve or expand infrastructure to serve them, including street improvements, parks, water storage tanks, sewer and water service, and other public services.

Housing Element

POLICY H.3.4 ENCOURAGE NEW PEDESTRIAN-ORIENTED DEVELOPMENT. Encourage new development and redevelopment that place residences in close proximity to a variety of services and facilities.

POLICY H.4.1 PROVIDE A CHOICE OF HOUSING. Provide a mix of sizes and housing types to meet the needs of Pinole's diverse population. Specific examples include traditional single-family homes, second units, mixed use developments, infill development, accessible housing, and transitional and emergency housing. Opportunities must be available for lower, moderate, and above-moderate income households reflecting available job opportunities in close proximity to Pinole. Available housing choices should also strive to minimize transportation needs.

POLICY H.4.4 SUPPORT THE DEVELOPMENT OF AFFORDABLE HOUSING. Maintain appropriate land use regulations and other development tools to encourage development of affordable housing opportunities throughout the City.

Circulation Element

POLICY CE.1.4 Encourage maximum utilization of the existing public transit system and alternate modes of transportation in Pinole.

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.

Sustainability Element

POLICY SE.2.2 Pinole should continue to encourage a vital economy that supports green businesses and green industry.

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.

POLICY SE.4.3 Pinole will promote and require renewable energy generation and cogeneration where feasible and appropriate.

POLICY SE.4.5 Pinole will continue to promote and support and require, where appropriate, the development of solar energy.

POLICY SE.7.2 Support the expansion of tree planting and landscaping practices that encourage the use of trees, plants, and vegetation to improve air quality to enhance the scenic quality of the City.

POLICY SE.8.1 Encourage alternatives to single-occupancy vehicle use, including using public transit, carpooling, teleworking, bicycling, and walking.

Staff Comment: *As supported by the policies listed above from the General Plan, the project has been found to be consistent with the General Plan. The project features high quality architectural design with internal aesthetic and functional connections between new development and existing development and between residential and nonresidential portions. The project proposes infill development that realizes potential within the existing property to create new opportunities that expand both business and housing uses. The proposal would bring residents to an area with opportunities for employment, services and shopping in a corridor served by transit and continuous sidewalks. As new construction, the project would be required to comply with current green building standards under the building code, which include energy efficiency standards in buildings, compliance with solar requirements, and electric vehicle (EV) capable infrastructure.*

Eight EV-installed stations would be installed on the southeast portion of the parking area. Additional EV stations will be able to be added in the future as demand increases due to conduit being installed with the parking lot improvements. By installing the EV charging stations and the additional conduit, the applicant will be exceeding current codes. The project would bring updates to the lot design that would meet current standards to manage stormwater and runoff, including features such as permeable pavers in parking areas, updated landscaping areas, and new storm drain connections. Additionally, new landscaping areas and plantings are proposed on site, which would bring landscaping up to current water efficient landscaping requirements. This project is consistent with the General Plan.

Specific Plan and Zoning Consistency

The Pinole Vista project is in the Appian Way Corridor of the Three Corridor Specific Plan. The project is in the Service Sub-Area (SSA) and has a Specific Plan Land Use/Zoning Designation of Commercial Mixed Use (CMU). Table 6.14 (Permitted Use Table for Appian Way) in the Specific Plan indicates that Multifamily Dwellings (i.e., apartments) are a permitted use by-right (see **Figure 6**). See **Figure 7** for the Appian Way Land Use Plan, which illustrates the Specific Plan designations of this Corridor. The purpose and characteristics of the Commercial Mixed-Use designation is to designate property for vibrant commercial and mixed-use developments. Pursuant to Table 6.1 (Land Use Districts) in Chapter 6.0 of the Three Corridor Specific Plan, while the CMU category is to allow predominately commercial uses, "this category is designed to provide for the integration of retail and service commercial uses with office and/or residential uses. In multiple story buildings, retail uses are the predominant use on the ground floor. Commercial retail and service uses (including general retail, personal services, and minor auto services) are permitted by right and more intense commercial and service uses are conditionally permitted. Business and professional office uses, as well as residential uses (density between 20.1 and 30.0 units per acre), are also permitted by right when integrated vertically or horizontally with commercial uses. At least 51 percent of the total floor area should be commercial retail and service use. However, up to 100 percent of total floor area may be residential use for development with an affordable housing agreement and when that development includes community benefits as specified in the General Plan."

POLICIES

Land Use Policy 1. Provide for a variety of housing types throughout the plan areas.

Land Use Policy 3. Provide affordable housing within the plan areas consistent with the City's General Plan

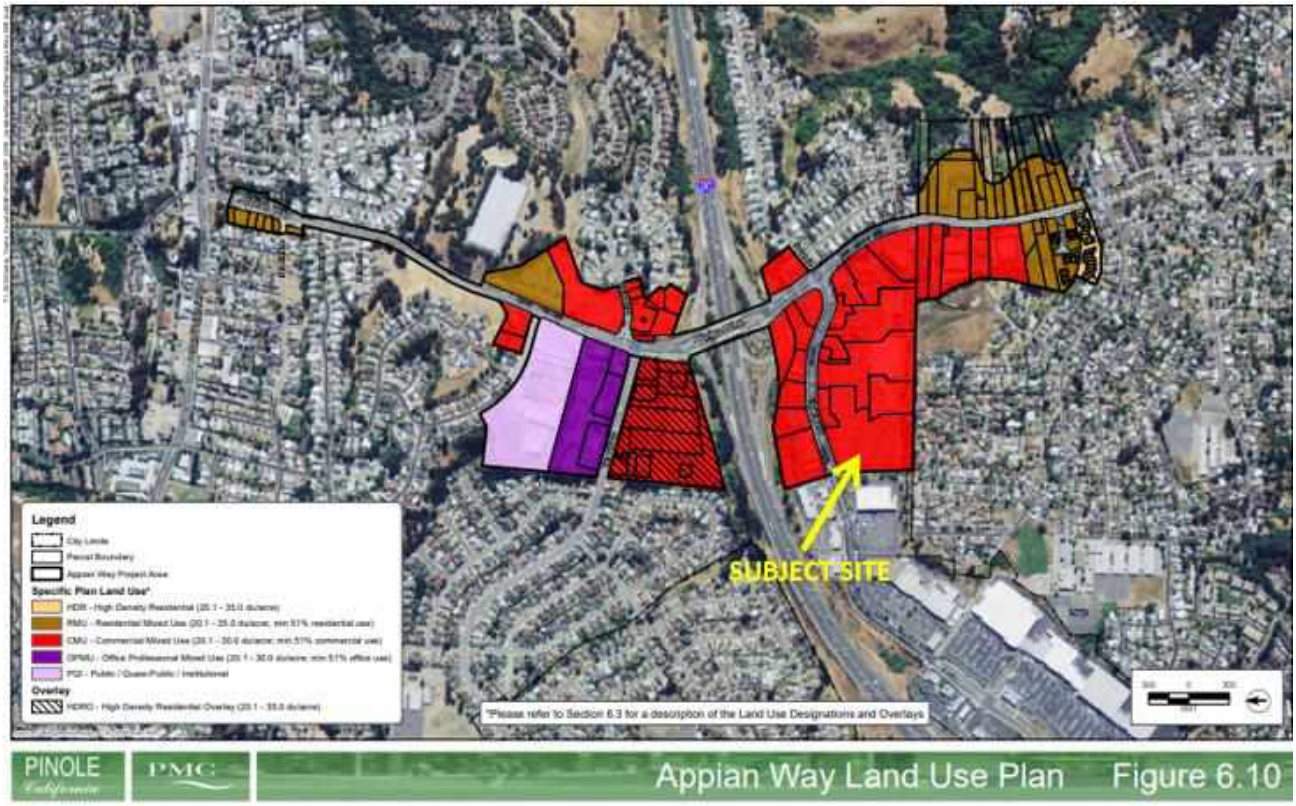
Land Use Policy 5. Support existing viable uses while encouraging a new mix of uses.
Land Use Policy 6. Actively promote the "revitalization" of underutilized land.

Figure 6: Annotated Permitted Use Table for Appian Way

Table 6.14
Permitted Use Table for Appian Way
Permitted Use provisions are symbolized in the table as follows:
P = Land Use permitted by right
CUP = Land Use permitted with approval of Conditions Use Permit
N = Land Use not permitted
N/A = Not Applicable

Land Use Classifications	Service Sub-Area				Mixed-Use Sub-Area			
	RMU	CMU	OPMU	PQI	HDR	RMU	CMU	PQI
Residential Use Listings								
Adult Day Care Home	P	P	P	N	P	P	P	N
Child Day Care Facility	CUP	CUP	CUP	N	CUP	CUP	CUP	CUP
Dwelling, Multifamily	P	P	P[b]	N	P	P	P[b]	N
Dwelling, Second Unit	N/A[a]	N/A[a]	N/A[a]	N	N/A[a]	N/A[a]	N/A[a]	N
Dwelling, Single-family	N	N	N	N	N	N	N	N
Dwelling, Two-family	N/A[a]	N/A[a]	N/A[a]	N	N/A[a]	N/A[a]	N/A[a]	N
Family Day Care Home, Small (6 children or less)	P[d]	P[d]	P[d]	N	P[d]	P[d]	P[d]	N
Family Day Care Home, Large (7 - 24 children)	CUP	CUP	CUP	CUP	N	CUP	CUP	CUP
Home Occupation	P[e]	P[e]	P[e]	P	P[e]	P[e]	P[e]	P
Live-Work Facility	P	P	P	P	P	P	P	P
Residential Care Home	CUP	CUP[b]	CUP[b]	CUP	CUP	CUP	CUP[b]	CUP
Emergency Shelter/ Temporary Home	N	N	N	N	N	N	N	N

Figure 6: Annotated Appian Way Land Use Plan Map (Figure 6.10 in the Specific Plan)



Staff Comment: Staff recommends that this project is consistent with the State Housing Density law and the Three Corridor Specific Plan. The project proposes a multifamily residential development consisting of 223-units on a 5.93- acre CMU-zoned site in the Appian Way Corridor. Based on the size of the parcel, the City's Zoning Ordinance, Specific Plan and General Plan allow a maximum of 178 units (the project's "base units"). However, a state density bonus has been applied by the applicant to exceed the Zoning Ordinance and Specific Plan-prescribed maximum of 30 du/ac by 45 units, which is allowed pursuant to State Density Bonus Law due to the project's provision of 27 units of housing affordable to families who earn 80% or less of the Area Median Income (AMI) [2].

Although directly adjacent to the Pinole Vista Shopping Center, the project site is a separate parcel from the Shopping Center and the 100% residential project is not providing a commercial component. The Applicant has included a waiver of the requirement in the Specific Plan that "at least 51 percent of the total floor area should be commercial retail and service use" consistent with the waivers/concession outlined in Section 65915 of the California Government Code (State Density Bonus Law). Under the State Density Bonus Law, the applicant may use a concession to reduce or eliminate "site development standards…zoning code requirements or architectural design requirements". (Gov. Code § 65915(k)(1).) The definition of "development standards" includes requirements established by specific plans. (Gov. Code § 65915(0)(1).) The Specific Plan identifies that residential development is projected in the Appian Way Corridor and multifamily residential is a permitted use by right in the CMU designation. Based on the standards and policies listed above, in combination with the State Density Bonus Law, staff recommends that the project is consistent with the Specific Plan.

Pinole's Inclusionary Housing Requirements

The project proposes the development of multifamily residential units and provides for affordable housing consistent with proportions under the City's affordable housing requirements (Chapter 17.32) and State Density Bonus Law (see section immediately following). Most federal and State housing assistance programs set maximum incomes for eligibility to live in assisted housing, and maximum rents and housing costs that may be charged to eligible residents, usually based on their incomes. The Department of Housing and Community Development (HCD) publishes annual tables of official federal and State income limits for determining these maximums for a variety of programs. These limits are based on the median income of four-person households in each county in California.

Table 2 below illustrates the maximum annual income and associated maximum rents for a household of four in the five income categories in 2021 – extremely low income households (less than 30 percent of Contra Costa County median income in 2021), very-low income households (between 30 and 50 percent median income), low income households (between 50 and 80 percent median income), moderate income households (between 80 and 120 percent median income) and above moderate income households (over 120 percent median income. Pursuant to PMC Chapter 17.98, in order to determine the maximum monthly rent and purchase price of home affordable to households at various income levels, 30 percent of gross monthly income should be reserved for "housing expenses." Housing expenses for renter occupied units include monthly utility fees and renters' insurance.

[2] *The California Department of Housing and Community Development (HCD) publishes income limits annually at: https://www.hcd.ca.gov/state-and-federal-income*

Table 2: Affordable Housing Income Categories and Maximum Associated Rent

Income Category	2021 Annual Income 4-person household	Maximum Monthly Rent
Extremely Low Income < 30% of Median Income[3]	Less than $41,100	$1,028
Very Low Income 30 - 50% of Median Income	$41,100 - $68,500	$1,713
Low Income 50-80% of Median Income	$68,500 - $109,600	$2,740
Moderate Income 80-120% of Median Income	$109,600 - $150,700	$3,768
Above Moderate Income >120% of Median Income	>$150,700	>$3,768

PMC Section 17.32.020 requires for all rental residential developments of four or more dwellings, at least 15% of the units must be offered for rent as affordable housing units to lower income households, with at least 40% of those units affordable to very low-income households. The project meets the City's inclusionary housing requirement by reserving 27 of the 178 base units for rent to lower income households. The Code requires 11 of the units to be reserved at the very low-income level (not exceeding 50% of AMI) and the remaining balance of 16 units to be reserved at the low-income level (not exceeding 80% of AMI)[4].

However, the applicant has voluntarily elected to modify the mix of affordable units, offering 14 units (instead of 16) to low-income households and 13 units (instead of 11) for very low-income households, which add additional affordability for very-low-income households and increase the overall affordability mix of the project. The affordable units are required to be disbursed across the various unit size types in approximately the same proportions as the overall unit size type allocation. **Table 3** project's conformance with the City's inclusionary housing requirements.

Table 3: Project's Conformance with Pinole's Inclusionary Housing Requirements

	Base Project	**Total Number of Required Inclusionary Units (15% of Base Units)**	**Inclusionary Units Affordability Distribution**	
			Affordable to Very-Low Income Households	Affordable to Low Income Households

3 *Based on the median annual household income in Contra Costa County for a 4-person household (which in 2021 was $125,600)*

4 The 15% affordability requirement applied to 178 base units is 26.7, which is rounded to 27 units. For the very low-income unit allocation, 40% of four units is 10.6 units, which rounded up to 11 units. Per Table 17.32.020-1 and the examples provided in Pinole Municipal Code Section 17.32.020, the remaining units (16) would be provided as low-income units.

PMC Section 17.32.020 Requirements	178	27	*11*	*16*
Applicant's Proposed Distribution	**178**	**27**	***13***	***14***

Density Bonus Provisions

To encourage the production of affordable housing, the State Density Bonus Law (Government Code Section 65915) allows developers to receive a density bonus of up to a 100% increase for projects, depending on the amount and level of affordable housing provided. The Density Bonus is a state mandate, and any developer who meets the requirements of the State Law is entitled to receive the density bonus and other benefits as a matter of right.

The maximum allowable density in the CMU Zoning District is 30 du/ac, which would yield 178 units on the subject's 5.93-acre development site. Based on 178 base units at 15% affordability, with 27 units for lower income households of which 14 units (8% of total) are reserved for low-income households and 13 units (7% of total) are reserved for very-low income households, the proposed project is eligible for an up-to 27.5% density bonus, or up to 49 additional units for a total of 227 units.[5] The project proposes 45 additional dwelling units, for a total of 223 units, with 196 of the units offered at market rate, 14 of the units offered to low-income households (household earning 50-80% of AMI), and 13 of the units offered to very lower income households (households earning less than 50% of AMI). The proposed 223-unit development represents a 22% increase over the maximum allowable density, which is less than the allowable 29% density bonus. Under the State Density Bonus Law, the applicant is entitled to receive the requested 22% density bonus as a matter of right.

Additionally, the project is eligible for 1) an unlimited number of waivers/reductions of development standards that may be used to waive any development standard that would physically prevent the construction of the project at the allowed density (including density bonus); 2) reduced parking ratios entitled to projects qualifying for a density bonus without needing the use of a concession; and 3) one incentive/concession since the project provides 15% of base units as units affordable to lower income households. The applicant is entitled to these benefits under Government Code Section 65915, and the City is prohibited from denying these requests unless very narrow findings can be made, as described in further detail above.

A. **Waivers/Reductions:** If any City development standard would physically prevent the project from being built at the permitted density and with the granted concessions/incentives, the developer may propose to have those standards waived or reduced. The waiver or reduction of a development standard does not count as an incentive or concession, and there is no limit on the number of development standard waivers that may be requested or granted. The applicant

[5] *Per State Density Bonus Law section 65915(f)(1), density bonus starts at 20% for setting aside 10% of base units as lower income units. For each one percent above 10% set aside for lower income units, an additional one- and one-half percent is added to the 20% density bonus. Fractional units for density bonus units are rounded up.*

requests one waivers/reductions of development standards under Government Code Section 65915(e) to:

Staff Comment: *Currently, the Applicant is not requesting any Waivers/Reductions*

B. Parking Ratio Reductions: Pursuant to State Density Bonus Law, upon the developer's request, the City may not require more than one parking space for studio/one-bedroom units and 1.5 parking spaces for two-bedroom units for a density bonus project (inclusive of parking for persons with disabilities). These parking ratios are lower than standard City parking ratios.

Staff Comment: *The project has applied these ratios. These ratios are allowed by right under Government Code 65915.* ***Table 4*** *shows the types of units, the required ratio and requirements, and the spaces provided. The parking spaces provided by the project is in accordance with required ration under Government Code Section 65915.*

Table 4: Parking Requirements

Bedroom Type	Number of Units	Rate	Spaces Required	Spaces Provided	Compliance
Studio	36	1 space/unit	36	38	Yes
One-Bedroom	99	1 space/unit	99	101	Yes
Two-Bedroom	68	1.5 spaces/unit	102	104	Yes
Two-Bedroom + Office	20	1.5 spaces/unit	30	32	Yes
Total	223	N/A	267	275	Yes

C. **Incentive/Concessions:** In addition to the Density Bonus, the city is also required to provide one or more "incentives" or "concessions" to each project which qualifies for a density bonus. A concession or incentive is defined as:

- A reduction in site development standards or a modification of zoning code or architectural design requirements, such as a reduction in setback or minimum square footage requirements; or
- Approval of mixed-use zoning; or
- Other regulatory incentives or concessions which actually result in identifiable and actual cost reductions.

The number of incentives or concessions required to be granted by the city is based on the percentage of affordable units in the project, as shown in **Table 5** below:

Table 5: Percentage of Affordable Units and Incentives/Concessions Allowed

Number of Incentives/Concessions Allowed	Very Low-Income Percentage	Low-Income Percentage
1	5%	10%
2	10%	17%
3	15%	24%

The Project is requesting one incentive/concession under Government Code Section 65915(d) to waive the requirement that at least 51% of the project's floor area be for commercial use as defined the CMU Zoning Designation in the Three Corridor Specific Plan.

Staff Comment: *Incentives/concessions under Government Code 65915(k) mean a reduction in site development standards or a modification of zoning code requirements, including, other regulatory incentives or concessions proposed by the developer or the city, county, or city and county that would result in identifiable, financially sufficient, and actual cost reduction. Multi-family residential is a permitted use by right in the CMU Zone. However, the CMU zone requires that at least 51% of a project's floor area be commercial, and no more that 49% of the floor area be residential.*

The total square footage of the proposed apartment building is 263,862 square feet. The developer is entitled to construct this sized residential project under the City's adopted standards and the inclusion of the density bonus units. If the developer were to also comply with the requirement to include 51% commercial square footage, the project would need to include an additional 274,632 square feet of commercial space, which would presumably require the project to increase from five stories to nine or 10 stories. The 274,632 additional commercial square footage is approximately three times the size of the existing Kmart building. Such a project would not require any concessions and would be entitled to waive the otherwise applicable height limit of 6 stories. The developer has instead elected to use its concession to eliminate the requirement to provide 51% of the square footage as commercial. This is an eligible concession based on the mandates of the State Density Bonus Law.

Fiscal Impact to City

Information has been requested on the fiscal impact of the proposed project on the City. The City has obtained two analyses of the project's fiscal and/or economic impact for informational purposes. An economic impact study was prepared by the applicant's consultant (**Attachment E**), and a fiscal impact analysis was prepared by a consultant retained by the City (**Attachment F**).

The Kmart building has been located at this site since the 1980's. From 2016-2019 the Kmart revenues dropped 45 percent and the store closed in early 2019. At this point in time, the property owner has not indicated any ability and/or interest at obtaining a new "big-box" tenant or redeveloping the site for new commercial uses. Based on trends that have been occurring with retail development, medium size box stores 60,000 square feet – 95,000 square feet have been replaced with either big box stores 120,000 square feet to 200,000 square feet or smaller niche sizes, similar to the existing shops within the Pinole Vista Shopping Center.

The two studies are attached for reference. While the two studies have some overlap, they have somewhat different focuses. The fiscal impact analysis looks at City revenues and costs related to the proposed project (residential) and compared to the impacts that would result in the existing structure were re-tenanted with retail commercial uses. The economic impact study provided by the Applicant considers broader economic impacts such as construction jobs. Although there is some fiscal analysis of City revenues, there is no information in the study about costs expended by the City. It is important to note that the project's fiscal impact is not a valid basis to deny a density bonus concession or the project itself, under either state housing laws or the City's comprehensive design review requirements.

Comprehensive Design Review Findings

In order to approve the Comprehensive Design Review, the Planning Commission must find for each of the required Comprehensive Design Review findings. Each finding is listed below followed by staff comment and conclusion.

> ***Finding 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.*
>
> **Staff Comment:** *General Plan and Specific Plan policies have been identified to satisfy consistency with the project. The project is compatible with the applicable development standards for the project, and as otherwise permitted for provision of affordable housing under State Density Bonus Law.*
>
> **Staff Conclusion: Based on the discussion above, the proposed project is consistent with the General Plan, Three Corridor Specific Plan, and the City of Pinole Zoning Ordinance, and as otherwise permitted through State Law.**
>
> ***Finding 2.*** *The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.*
>
> **Staff Comment:** *The project features a new lighted crosswalk at the main entrance of the project and Fitzgerald to implement other improvements located at main intersection of Fitzgerald and the main entrance to the Pinole Vista Shopping Center. The improvement to the two entrances of the project would meet the needs of interior vehicular circulation and emergency vehicle turnaround. Vehicles would access the property via the same entries and driveways on the property. Accessible pedestrian pathways are introduced to the property that would provide pedestrian connection from the apartment to the existing businesses on the property as well as the street. Fitzgerald is designated as a Class II bicycle facility (Bike Lane) where automobiles and bicycles are separated by lane line along the road. The project does not propose changes to the public right of way that would affect its function as a bike route.*
>
> **Staff Conclusion: Based on the discussion above, the proposed project with not create conflicts with vehicular, bicycle or transportation modes of circulation.**
>
> ***Finding 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.

Staff Comment: *The project proposes infill development within an existing urban environment, and on a property that is covered with paved surfaces and structures. The plan is designed around the constraints of the existing building situated on the lot and circulation and parking areas placed around it. Much of the existing development facing Fitzgerald Drive is one to two stories, however the standards for new development allow for taller developments as the corridor continues to redevelop over time. Additionally, this new construction is set back from the street as development is located western end of the Pinole Vista Shopping Center away from the existing shopping center and setback from the Best Buy to the west. The opportunities for landscaping and open space are limited on the property, however the project proposes rooftops to provide open space, maintains the landscaping area on the property frontage, and provides landscaping strips and pockets around the property as possible while maintaining adequate room for parking and circulation. The vision of the Service Sub-Area in Appian Way Corridor SSA is intended to maintain and enhance the regional gateway area into Pinole and capitalize on freeway access to upgrade existing development and attract a desirable mix of commercial service and residential uses.*

Staff Conclusion: **Based on the above discussion, the project would be compatible with and complement the existing surrounding environment and ultimate character of the area, and as otherwise permitted under the provisions of State Law.**

Finding 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.*

Staff Comment: *The project includes the development of a multi-family residential building within the Three Corridors Specific Plan area, with the application of the State Density Bonus law. The Three Corridors Specific Plan includes design guidelines for multi-family residential projects which include design standards for massing, landscape, setbacks, and exterior building design. The project includes applicable design elements consistent with the Three Corridors Specific Plan, and as otherwise permitted through the provisions of waivers/reductions under State Density Bonus Law. Through the provision of affordable housing, the project can receive the above waivers and reductions from general standards.*

Staff Conclusion: Based on the discussion above, the project is consistent with the Three Corridors Specific Plan design guidelines, and as otherwise permitted through State Law.

In conducting comprehensive design review, the Planning Commission must take into account the following consideration. Each consideration is listed below followed by staff comment and conclusion.

Consideration 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.*

Staff Comment: *The Development Package dated June 27, 2022 (**Attachment C**), as well as the assessment of the project in this report demonstrates that the project has been designed to*

consider all of the development features applicable to the project site and surrounding properties. As described above, the project proposes development that accounts for the inherent constraints of the existing structures and layout of the property. Development would meet the applicable standards for the land use and zoning for the location, and as otherwise permitted though State Law.

Staff Conclusion: Based on the discussion in the staff report and the design package dated June 27, 2022, relating to site layout and other design features in relation to the physical characteristics of the site and surrounding properties have been made.

Consideration 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.*

Staff Comment: *The project utilizes the existing driveway and includes design of the interior circulation on the property to account for vehicular circulation. A trip generation and vehicle miles traveled (VMT) study prepared for the project found less than significant impacts related to traffic. The project proposes shared parking and parking management strategies, including transportation demand management strategies and offsite parking arrangements, that would address parking demands, as recommended by a shared parking/transportation demand management study prepared for the project.*

Staff Conclusion: As documented in this report, the proposed project design addresses and considered traffic, safety, traffic congestion and the effect of the development on traffic conditions. The project includes appropriately designed vehicle and pedestrian entrance, exits, driveways and walkways.

Consideration 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.*

Staff Comment: *As documented in this report, General Plan and Specific Plan policies have been identified to evaluate consistency with this project and the City of Pinole General Plan, and the Three Corridor Specific Plan. The project and proposed density have been found to be consistent with the General Plan and Three Corridor Specific Plan, and as allowed through provisions of State Density Bonus Law.*

Staff Conclusion: As documented in this report, the project is consistent with the General Plan and the Three Corridors Specific Plan.

Consideration *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.*

Staff Comment: *Based on a review of available utility information, this project has availability of water, sewer, drainage, police, and fire service.*

Staff Conclusion: City services are available and adequate to serve the site. Also, the developer will pay impact fees (approximately totaling almost $2.3 million dollars in one-time revenue based on the number of proposed units) to augment city services (police, fire, public facilities, transportation, drainage and parks and recreation) for this project.

Exercise and Expiration of Entitlements

The PMC Section 17.10.100.A (Time Limits) indicates: "Unless a condition of approval or other provision of this title establishes a different time limit, any permit not exercised within one (1) year of approval shall expire and become void, except where an extension of time is approved..." PMC Section 17.10.100.B. (Exercising Permits) states: "The exercise of a permit occurs when the property owner has performed substantial work and incurred substantial liabilities in good faith reliance upon such permit(s). A permit may be otherwise exercised pursuant to a condition of the permit or corresponding legal agreement that specifies that other substantial efforts or expenditures constitutes exercise of the permit." Typically, the issuance of a building permit is a standard bright line to demonstrate exercise of permit entitlements, and due to the size of the project, a one-year expiration is a very tight timeframe to produce construction drawings, apply for, and be issued a building permit. Staff is recommending allowing a two-year time limit for this entitlement, consistent with other recent entitlements approved for larger housing project. Staff has also included a condition of approval that defines the entitlement as being exercised when a Building Permit is issued for the construction of the apartment building.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) provides several Categorical Exemptions which are applicable to categories of projects and activities that the Lead Agency has determined generally do not pose a risk of significant impacts on the environment. The proposed project consists of development within the developed urban area of the City of Pinole. The project is exempt under Section 15332 of the State CEQA Guidelines (Class 32-Infill Development Projects), Sec. 15168 (Consistency with Program EIR) and Sec. 15183 (General Plan/Community Plan Exemption), and under Government Code Section 65457 (Consistency with Specific Plan). The detail of these exemptions is located in **Attachment B** of this report.

PUBLIC NOTIFICATION

Pursuant to California Government Code Section 65090 to 65094, public notice must be given at least 10 days before the scheduled date of a hearing. The notice is required to state the date, time, and place of hearing, identify the hearing body, and provide a general explanation of the matter to be considered. Notice of this hearing was provided in accordance with PMC Section 17.10.050 in the following manner:

1- Published in at least one newspaper of general circulation in the city.
2- Mailed to the owners of property within a radius of 300 feet of the exterior boundaries of the property involved in the application.
3- Mailed to the owner of the subject real property or the owner's authorized agent and to each local agency expected to provide water, sewerage, streets, roads, schools, or other essential facilities or services to the proposed project.
4- Posted at City Hall.
5- Mailed to any person who has filed a written request for notice.

Additionally, due to the size of the project, Staff provided additional notification/community engagement enhancements in the following manner:

1- Requiring a virtual community meeting hosted by the applicant (occurred on July 29, 2021).
2- Enhanced written notification including:
   a. Increasing the radius of notification from 300 feet to 1,500 feet, which increased the number of property owners in the vicinity who received notice from 44 to 448.
   b. Providing an increased notification time period, from the standard 10 days in advance of the hearing to 21 days
   c. Requiring the applicant to install large 4'x8' signs in two key locations at the property letting the public know about the application and upcoming hearing opportunity in advance of the hearing.
3- Build out of an individual development project webpage with project information, plans, studies and hearing information, developed and maintained by City staff.
4- Staff use of social media (Facebook) and City's biweekly Administrative Report to notify public of upcoming development and link to project specific pages.

TRIBAL CONSULTATION

A brief summary of the tribal consultation conducted pursuant to AB 52 is below:

- Staff sent email to all tribes within the local area on January 5, 2022 (response received on January 20, 2022, acknowledging staff for the outreach)
- Staff sent email notification on July 14, 2022 (no response)
- Staff called local tribe representatives on July 18 and 19, 2022 (no response)

Consultation pursuant to AB 52 has been completed and conditions have been added to the draft resolution which address cultural resources and procedures to preserving artifacts if found.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission adopt Resolution 22-05 recommending approval of the Comprehensive Design Review and CEQA Exemption for the Pinole Vista Project located at 1500 Fitzgerald Drive (PL21-0035 & DR21-12).

ATTACHMENTS

A. Draft Resolution 22-05 – with Exhibit A, Conditions of Approval
B. CEQA Determination – CEQA Exemption, with Environmental Studies
C. Plan Set 7/6/2022 – received 7/26/2022
D. Parking Study and TDM
E. Economic Impact Study, prepared by Marin Economic Consulting, provided by applicant
F. Fiscal Impact Analysis, prepared by The Natelson Dale Group, retained by the City of Pinole

ATTACHMENT A

PLANNING COMMISSION RESOLUTION 22-05
WITH EXHIBIT A: CONDITIONS OF APPROVAL

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PINOLE RECOMMENDING APPROVAL TO THE CITY COUNCIL OF COMPREHENSIVE DESIGN REVIEW (DR21-12) TO CONSTRUCT A 223 APARTMENT COMPLEX AND MAKE SITE IMPROVEMENTS AT 1500 FITZGERALD DRIVE (APN 426-391-010)

WHEREAS, ROIC LP, c/o Metrovation/Chris Cole Inc., (Applicant) filed an application with the City of Pinole for a Comprehensive Design Review, for the purpose of constructing 223 apartments housing units and in accordance with Title 17, of the Pinole Municipal Code (the "Project"; and

WHEREAS, the Project site is located on the south side of Fitzgerald Drive on a property identified as APN 426-391-010; and

WHEREAS, the site has a General Plan Land Use Designation of Sub Service Area (SSA) and has a Specific Plan Land Use designation and Zoning designation of SSA/Appian Way Corridor/Commercial Mixed Use (CMU); and

WHEREAS, a new multifamily residential development is subject to review and approval of a Comprehensive Design Review application; and

WHEREAS, the Applicant has proposed at least 15% affordability for the units and has requested a density bonus as permitted by State Law, including concessions and waivers; and

WHEREAS, the Applicant has elected to use a concession to eliminate an otherwise applicable requirement to provide at least 51% of the square footage of the project for commercial uses; and

WHEREAS, this project successfully implements numerous policies of the General Plan; and

WHEREAS, City of Pinole General Plan and Three Corridors Specific Plan were approved, and the Environmental Impact Report (SCH Number 2009022057) was certified on October 20, 2010, by Resolution Number 2010-88, and are hereby incorporated by reference and copies of which are available at City Hall; and

WHEREAS, in compliance with California Environmental Quality Act (CEQA), the City prepared a CEQA Analysis (Attachment B of the Staff Report); and

WHEREAS, the CEQA Analysis uses streamlining provisions in accordance with CEQA Guidelines 15168(c)(2) and 15183 for consistency with the General Plan and Three Corridors Specific Plan and the certified Environmental Impact Report (EIR), as well as the categorical exemption Class 32, set forth in CEQA Guidelines Section 15332; and

WHEREAS, the CEQA Analysis identified environmental conditions of approval, which ensure implementation of applicable mitigation measures and policies set forth in the General Plan, Three Corridors Specific Plan and the corresponding EIR, and have been reviewed and agreed to by the project applicant (Exhibit A hereto); and

WHEREAS, the Planning Commission has reviewed the CEQA analysis contained in Attachment B to the staff report for this Project; and

WHEREAS, Municipal Code Section 17.38.080 provides that whenever a project is requesting concessions under the Density Bonus Law, the City Council is the decision-making authority for all required permits for the project; and

WHEREAS, the Planning Commission has considered the Project in light of the items listed in Municipal Code section 17.12.150(H); and

WHEREAS a notice of public hearing was distributed to all property owners within 1,500 feet of the Project site and a notice was published in the July 8, 2022, edition of the West County Times; and

WHEREAS the Planning Commission held a duly noticed public hearing on July 25, 2022, and considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request.

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 Planning Commission recommends that the City Council find that Project is consistent with the programmatic EIR previously certified by the City for the Three Corridors Specific Plan and the project is an infill development project, and therefore the Project is exempt from further environmental review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15332 (Class 32-Infill Development Projects) and pursuant to Government Code section 65457 and CEQA Guidelines Section 15182 (Specific Plan Consistency) as further described in the CEQA analysis contained in Attachment B to the staff report dated July 25, 2022.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Pinole hereby recommends that the City Council approve DR 21-12 subject to the Conditions of Approval, applicable to the entire Project, attached as Exhibit A to this Resolution and incorporated herein, and hereby makes the following findings, for the reasons provided in the Planning Commission Staff Report dated July 25, 2022and incorporated by reference:

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.

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 the Three Corridors Specific Plan: and

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.

PASSED AND ADOPTED by the Planning Commission of the City of Pinole on this 25th day of July 2022, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Ann Moriarty, Chair 2022-2023

ATTEST:

_____
David Hanham, Planning Manager

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
General Conditions				
1.	**CONVENANT –** The owner 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. The owner further agrees to provide a defense for the city in any such action.	Ongoing	Community Development Department/ Public Works Department	
2.	**APPROVAL OF CONDITIONS ON CONSTRUCTION PLANS** – These Conditions of Approval shall be included or referenced on the coversheet of the project improvement plan and building construction plans.	Prior to issuance of Building Permit	Community Development Department	
3.	**OCCUPANCY PERMITS –** Occupancy permits shall not be granted until construction is completed and finalized 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 Community Development Department.	Prior to Occupancy Permits	Community Development Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
4.	**GENERAL –** 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. Good housekeeping practices shall be observed at all times during the course of construction. The storing of goods and materials on the sidewalk and/or street will not be allowed unless a special permit is issued. The owner's representative in charge shall be at the job site during all working hours.	During Construction	Public Works Department	
5.	**PERMITS REQUIRED BY OTHER AGENCIES** – The applicant shall obtain all permits that may be required by one or more federal, State, or local agency, service provider, or easement holder including but not limited to the following: State Department of Fish and Wildlife, Caltrans. Army Corps of Engineers, Bay Area Air Quality Management District, Kinder Morgan, EBMUD, and PG&E, County Flood Control and Water Conservation District, County Environmental Health, and the West Contra Costa Unified School District. If project is within jurisdiction of any of these agencies, verification of permit or waiver of permit must be given to the Community Development Department prior to issuance of any City permits. If the City is required to be party to the permit and an application and fee is required, the applicant shall reimburse the City for its cost. A Notice of Intent must be issued by the Regional Water Quality Control Board before a permit can be issued and a Notice of Termination must be issued at the end of the project	Prior to Issuance of Permits	Community Development Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	by the Regional Water Quality Control Board before a Certificate of Occupancy is issued.			
6.	**EXERCISE OF ENTITLEMENTS** – The applicant has two (2) years to exercise the entitlement. Entitlements shall be considered exercised when a Building Permit is are issued for the apartment structure. Requests for extensions shall be in accordance with Section 17.10.100.	Prior to issuance of Building Permit	Community Development Department	
Public Works Conditions				
7.	**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 a building permit and prior to any work being done in the City's right-of-way.	Prior to issuance of Encroachment Permits	Public Works Department	
8.	**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 Public Works Department prior to the issuance of any City permits pursuant to PMC §15.36.	Prior to issuance of Permits	Public Works Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
9.	**REFUSE AREA AND DESIGN –** The project shall provide for service by Republic Services. The area and access to trash, recycling, and green waste containers shall be approved in advance by Republic Services.	Prior to the issuance of Building Permit	Public Works Department	
10.	**EROSION CONTROL PLAN** – The applicant shall submit an erosion control plan in accordance with the City's Grading Ordinance (PMC §15.36.190) 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 (PMC §08.20) the applicant shall submit: a. Storm Water Pollution Prevention Plan (SWPPP) b. Strom Water Control Plan (SCP) Certified by an Architect or Engineer. c. Operation and Maintenance.	Prior to issuance of Permits	Public Works Department	
11.	**PARKING LOTS** – The applicant shall submit plans for parking lots showing proper grading, drainage, and conformance to City engineering standards. The plans shall be prepared by a registered Civil Engineer and be approved by the Public Works Director.	Prior to issuance of Permits	Public Works Department	
12.	**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 a building or site development permit. All material hauling	Prior to issuance of Permits	Public Works Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	activities including but not limited to, adherence to approved route, hours of operation, dust control and street maintenance shall be the responsibility of the applicant (as per Section 15.36.080 of the PMC). Violation of such may be cause for suspension of work.			
13.	**TREATMENT PLANT CAPACITY CONTRIBUTION –** The applicant shall pay sewer connection fees pursuant to PMC § 13.05.420 or such similar fees imposed by the West County Wastewater District, if applicable.	Prior to Issuance of Building Permits	Public Works Department	
14.	**SEWER USE FEES –** The applicant shall pay sewer use fees pursuant to PMC §13.05.430, or such similar fees imposed by the West County Wastewater District, if applicable.	Prior to issuance of Building Permits	Public Works Department	
15.	**CHARGES FOR PUBLIC WORKS** – The applicant shall deposit funds with the City to pay for all engineering, inspection and survey services that may be required during construction of the project in accord with PMC §13.05.430	Prior to issuance of Permits	Public Works Department	
16.	**INSPECTIONS** – The applicant shall notify the Public Works Department at least forty-eight (48) hours prior to staring any work pertaining to on-site drainage facilities, grading, or paving; all work in the City's right-of-way as per Section 15.36.230 of the Municipal Code.	Prior to Issuance of Permits	Public Works Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
17.	**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 Building Permits	Public Works Department	
18.	**STORM DRAINAGE STUDY** – The applicant shall submit a completed storm drainage study of the proposed project showing amount of run-off, and existing and proposed drainage structure capacities. This study shall be subject to review and approval by the City Engineer.	Prior to issuance of Building Permits	Public Works Department	
19.	**DRAINAGE PLANS** - The applicant shall prepare a construction drainage plan and final drainage plan for Public Works Department review and approval. The construction drainage plan will show how drainage will be handled during construction. The final drainage plan will show how drainage will be handled after construction is complete. The final plans shall demonstrate capacity to manage stormwater runoff. Site design shall avoid drainage of water from one property onto another property and shall be subject to approval by the City Engineer.	Prior to issuance of Building Permit	Public Works Department	
20.	**SIDEWALK, CURB AND GUTTER REPAIR** - The applicant shall repair and replace to existing City standards, any sidewalk, curb, and gutter that is damaged now or during construction of this project. A field visit shall be scheduled with	Prior to Occupancy	Public Works Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	Community Development Department and Public Works Department staff prior to the issuance of any construction permits to document pre-construction conditions in the field.			
21.	**WHEELCHAIR RAMP(S)** – The applicant shall construct all wheelchair ramp(s) in accordance with applicable California Building Code and ADA requirements.	During Construction	Community Development Department/ Public Works Department	
22.	**GRADING AND DEMOLITION PLANS –** The applicant shall obtain City approval for the project grading and demolition plans prior to issuance of building permits.	Prior to Issuance of Building Permit	Public Works Department	
23.	**CERTIFIED GRADED PAD** – A California-Licensed Engineer shall certify that the graded construction pads have been adequately compacted and designed to support the proposed buildings.	Ongoing through Construction	Public Works Department	
24.	**CONSTRUCTION SITE INFORMATION** – A construction sign shall be installed on at the construction site that has contains contact person's name, mobile phone number, and email address shall be posted on the project site during the duration of construction. The property address shall be clearly marked during the construction process.	Ongoing through Construction	Public Works Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
25.	**DEBRIS REMOVAL –** All building debris shall be disposed of outside the City of Pinole to a legal dump site.	During Construction	Community Development Department	
26.	**CONSTRUCTION ACTIVITIES –** The following provisions shall be followed during site excavation, public works, and building construction activities for the project: a. Work is restricted to between 7:00A.M. and 5:00 P.M. on weekdays. Work is restricted on federal holidays. Work is allowed on holidays occurring on weekdays that are 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. Earth haul and materials delivery to and from the site will be prohibited between the hours of 7:00 - 9:00 A.M. and 3:00 - 6:00 P.M. c. All construction vehicles should 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	During Construction	Community Development Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	miles per hour. e. Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operation. f. All excavated materials shall be covered with a tarp during transit to and from the site.			
27.	**CONSTRUCTION WASTE MANAGEMENT PLAN** – The Applicant shall submit to the Community Development 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 Permits	Community Development Department	
28.	**CONSTRUCTION WASTE MANAGEMENT REPORT – DEBRIS REMOVAL** – The applicant shall complete post-construction waste management report for review and approval by the Community Development 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 Issuance of Permits	Community Development Department	
29.	**PRE-CONSTRUCTION MEETING** – The applicant's construction contractor(s) shall attend a pre-construction meeting as needed with City Staff to coordinate	Prior to Issuance of Permits	Community Development s Department/	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	satisfaction of conditions of approval during construction.		Public Works Department	
30.	**INSTALLATION OF LIGHTED CROSSWALK -**The applicant shall install a lighted crosswalk at the Fitzgerald Drive and the main entrance to the apartment complex	Prior to the issuance of Occupancy Permit	Community Development s Department/ Public Works Department	
31.	**SOILS REPORT –** A soils A soils report containing all design recommendations of footings, retaining walls and any other information pertinent to the soil condition shall be required. The soils report shall be prepared by a licensed soils engineer or geologist.	Prior to Issuance of Permits	Community Development s Department/ Public Works Department	
32.	**PRE-CONSTRUCTION MEETING** – The applicant's construction contractor(s) shall attend a pre-construction meeting as needed with City Staff to coordinate satisfaction of conditions of approval during construction.	Prior to Issuance of Permits	Community Development s Department/ Public Works Department	
33.	**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	Prior to Issuance of Permits	Public Works Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	all times during the course or construction			
34.	**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 Public Works Director.	Prior to Issuance of Permits	Public Works Department	
35.	**PUBLIC WORKS INSPECTIONS**—The applicant shall notify the Public Works Department at least forty-eight (48) hours prior to the starting any work pertaining to on-site drainage facilities, grading, or paving, as well as any work in the City's Right-of-Way as per Section 15.36.230 of the PMC. The applicant shall arrange all inspections with the Public Works Inspector.	During Construction	Public Works Department	
Community Development Conditions				
36.	**AFFORDABLE HOUSING AND DENSITY BONUS AGREEMENT** – The applicant shall execute the Affordable Housing Regulatory Agreement, Density Bonus	Prior to Occupancy	Community Development	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	Agreement and Declaration of Restrictive Covenants and record the documents in the Official Records of Contra Costa County.	Permit	Department	
37.	**UTILITIES** – All electrical, telephone, water, C.A.T.V. and similar utility services which provide service to the subject building shall be installed underground. All transformers, meter boxes, etc., shall be screened from view wherever possible.	Prior to Occupancy Permits	Community Development Department/ Public Works Department	
38.	**EXTERIOR MATERIAL AND COLORS** – All exterior materials and colors shall reflect those in the plan set approved by the Planning Commission. Once installed, all improvements are to be maintained in accordance with the approved plans. Any changes which affect the exterior character shall be resubmitted to the Community Development Department for review and approval. Minor changes may be approved by the Planning Manager. Any changes determined by the Community Development Department to be significant may be referred to the Planning Commission after conferring with the Chair of the Planning Commission.	Ongoing	Community Development Department	
39.	**PARKING MANAGEMENT PLAN** – The applicant shall submit a final parking management plan for review and approval by the Planning Manager.	Prior to Issuance of Building	Community Development	

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PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
		Permit	Department	
40.	**PARKING –** The applicant shall demonstrate that the parking requirements under Chapter 17.48 of the PMC and any other building code requires for the proposed development have been fulfilled. Each parking space designated for compact cars shall be identified with a pavement marking reading "Compact Only", or its equivalent. All parking spaces intended to satisfy on-site parking requirements shall be located within the project site boundaries. Additional parking may be used to satisfy on-site parking requirements if project site boundaries change as a result of a recorded lot line adjustment or a shared parking agreement with an abutting property owner is recorded. In no case shall a shared parking agreement remove required parking for the Shopping Center.	Prior to Issuance of Building Permit	Community Development Department	
41.	**PARKING OCCUPANCY SURVEY** – A parking occupancy survey shall be conducted on the property when 100 percent of the residential units is occupied to document the actual parking characteristics of the project and if necessary, determine changes to the strategies implemented at the site, including such as adjustments to the use of the parking spaces with the existing shopping center, to ensure that the parking demand generated by the site can be met. The survey shall be provided to the City and shall include any proposed recommendation changes to meet demand, if needed.	At 100 percent of Residential	Community Development Department	
42.	**PARKING EVALUATION** – The owner shall on an annual basis evaluated parking	Ongoing	Community	

Exhibit A
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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	demand and the number of offsite vehicular spaces needed. In the case of a deficit, the owner shall employ innovative solutions to reduce parking demand (such as e-bike sharing facilities) and negotiate with offsite property owners to adjust the number of spaces to meet parking demand. A written report detailing the parking evaluation shall be submitted to the Planning Manager on an annual basis. The Planning Manager shall determine whether the number of offsite parking spaces should be adjusted based on the annual parking evaluation and any further information that may be needed.		Development Department	
43.	**LIGHTING** – The plan set shall include final lighting fixtures proposed on site. Lighting shall be consistent with the illumination levels and requirements under Pinole Municipal Code Chapter 17.46, or as otherwise required for the Building Division and Police Department for code compliance and safety. Any lighting used shall be so arranged as to reflect the light away from adjoining properties or public streets.	Prior to Issuance of Occupancy Permit	Community Development Department	
44.	**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 screened from view. All wall mounted heating units or air conditioners shall be flush-mounted or screened from view.	During Construction	Community Development Department	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
45.	**PARKING LOT LIGHTING** – Lights shall be provided in the parking area. All lighting used to illuminate such parking facilities shall be approved by the Planning Commission. Any lighting used shall be so arranged as to reflect the light away from adjoining residential areas or public streets. Lighting shall be installed with the intent to provide only as much light as is necessary for public safety and shall satisfy the requirements of Chapter 17.46 of the PMC.	Prior to Issuance of Occupancy Permit	Community Development Department	
46.	**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 Occupancy Permits	Community Development Department	
47.	**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. Trash enclosures shall be covered.	Prior to Occupancy Permit	Community Development Department	
48.	**NOISE STANDARDS** - The noise standards established in the General Plan shall be applicable to all developments. These noise standards apply to exterior and are: RESIDENTIAL — COMMERCIAL — INDUSTRIAL 60 dBA (Day) — 65dBA (Day & Eve) — 75 dBA (All)	Ongoing	Community Development Department	

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PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	55 dBA (Eve) 60 dBA (Night) 50 dBA (Night) Day: 7 a.m. to 7 p.m.; Evening: 7 p.m. to 10 p.m.; Night: 10 p.m. to 7 a.m.			
49.	**SCHOOL, GROWTH AND PARK IMPACT FEES** – Prior to issuance of a building permit, the applicant shall pay all applicable school, growth (as per Chapter 3.20 of the Municipal Code) and park (as per Chapter 16.28 of the Municipal Code) impact fee.	Prior to Issuance of Building Permit	Community Development Department	
50.	**SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM (STMP) FEE** – Prior to issuance of a building permit for new construction the applicant shall pay the applicable STMP fee, pursuant to PMC §16.30.	Prior to Issuance of Building Permit	Community Development Department	
51.	**DEVELOPMENT IMPACT FEE** – The applicant shall pay all applicable development impact fees prior to issuance of the building permit	Prior to issuance of Building Permit	Community Development Department	
52.	**COST ESTIMATE** – The applicant shall obtain a cost estimate of construction permitting, including plan check and impacts fees, prior to submitting an application for a building permit.	Prior to Submittal of a Building Permit	Community Development Department	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
53.	**GEOTECHNICAL REPORT AND FOUNDATION DESIGN** – The project shall implement the recommendations of the Geotechnical Investigation prepared by Miller Pacific Engineering Group, November 1, 2021. The project shall avoid the use of driven piles for creation of a deep foundation system. Where there are no alternatives to the use of driven piles, the project may be subject to reconsideration by Planning Commission and revised project documentation to on potential impacts, as deemed necessary by the Community Development Director.	Prior to issuance of Building Permit	Community Development Department	
54.	**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 Community Development 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, be in compliance with Condition No. 63 and 64 and shall include the following: a. Sizes, species, locations of all plant materials. b. Location of all trees (6 inches in diameter or greater). c. Irrigation plan indicating all components of the irrigation system including	Prior to issuance of Building Permit	Community Development Department	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	sprinklers and other outlets, valves, backflow prevention devices, controllers, and piping. d. All trees to be a minimum of 15 gallon, double staked and all proposed shrubs on site shall be a minimum of 5 gallon. e. Native tree species shall be used to the maximum extent as possible in the planting of new trees, with any non-natives proposed supported with a statement by the landscape architect explaining the planting palette.			
55.	**LANDSCAPING MAINTENANCE** – The property owner shall ensure landscaping areas are maintained and that dead trees and vegetation shall be replaced.	Ongoing	Community Development Department	
56.	WATER EFFICIENT LANDSCAPE – The project shall demonstrate compliance with water efficient landscape requirements pursuant to Chapter 15.54 of the PMC for review with the building permit plans.	Prior to Issuance of Building Permit	Community Development Department	
57.	**CONSTRUCTION FENCING PLAN –** The applicant shall prepare and submit a final fencing plan for the construction fencing for review and approval by the Community Development Director. All fencing for construction purposes shall be durable and remain in good throughout the life of the construction of the project.	Prior to Issuance of Building Permit	Community Development Department	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
58.	**PERIMETER FENCING AND GATES PLAN –** The applicant shall prepare and submit a perimeter fencing and gating plan for review and approval by the Community Development Director in consultation with the Planning Commission Ad-Hoc Committee and the Pinole Police and Public Works Department. The perimeter fencing and gating for the project shall clearly delineate and separate the residential areas from the commercial shopping center, be at least 48 inches in height, constructed of attractive and high- quality materials and remain in place through the life of the residential building.	Prior to Issuance of Building Permit	Community Development Department	
59.	PARKING LOT LANDSCAPE REQUIREMENTS - All parking areas in excess of 30 stalls shall provide a minimum landscaped area of five feet in width where the facility adjoins a property line. The perimeter-landscaped strip may include any landscaped yard or landscaped area otherwise required and shall be continuous, except for required access to the site of to the parking. Interior landscaping within a parking lot containing 12 of more stalls shall include a minimum of one 15-gallon tree for each four parking spaces as per Section 17.24.050 (c) of the Municipal Code.	Prior to Issuance of Building Permit	Community Development Department	
60.	**LANDSCAPING CERTIFICATE OF COMPLETION –** A Certificate of Completion shall be submitted by either the signer of the landscape design plan, the signer of the irrigation design plan, or the licensed landscape contractor certifying that the landscape project has been installed per the approved Landscape Documentation Package.	Prior to Occupancy	Community Development Department	
61.	**TREE REMOVAL –** The applicant shall note the location of all mature trees (4 inches in diameter at breast height (measured 4.5 feet above natural grade) or	Prior to the Issuance of	Community Development	

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PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

<table>
<tr><th></th><th></th><th>Timing/ Implementation</th><th>Monitoring Department / Division</th><th>Verification (date and Signature)</th></tr>
<tr><td></td><td>greater) to be removed from the project site and submit a tree permit application prior to issuance of a building permit</td><td>Building Permit</td><td>Department</td><td></td></tr>
<tr><td>62.</td><td><u>ARBORIST REPORT</u> – The project shall comply with the recommendations in the Arborist Report, prepared by WRA Environmental Consultants, dated October 26, 2021, for tree protection and preservation guidelines.</td><td>Prior to Issuance of Building Permits</td><td>Community Development Department</td><td></td></tr>
<tr><td>63.</td><td><u>STANDARD TREE REPLACEMENT REQUIREMENTS</u> – All trees that are removed from the site shall be replaced in accordance with the replacement table for existing trees. Any non-protected 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.

<u>STANDARD REPLACEMENT TABLE FOR EXISTING TREES</u>
<table>
<tr><th>Size of Tree to be removed (Trunk Diameter)</th><th>36 Inch Box</th><th>24 Inch Box</th><th>15 Gallon</th><th>5 Gallon</th></tr>
<tr><td>6” to18”</td><td>1</td><td>2</td><td>10</td><td>15</td></tr>
</table></td><td>Prior to Occupancy Permits</td><td>Community Development Department</td><td></td></tr>
</table>

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<table>
<tr><th></th><th></th><th>Timing/ Implementation</th><th>Monitoring Department / Division</th><th>Verification (date and Signature)</th></tr>
<tr><td></td><td>
<table>
<tr><td>18” to 24”</td><td>2</td><td>4</td><td>15</td><td>25</td></tr>
<tr><td>24” to 36”</td><td>3</td><td>6</td><td>20</td><td>45</td></tr>
<tr><td>36” & Over</td><td>4</td><td>8</td><td>30</td><td>60</td></tr>
</table>
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" tree may be replaced with six 24" box trees or three 24" box trees plus ten 15-gallon trees or one 36" box tree plus four 24" box trees, etc.</td><td></td><td></td><td></td></tr>
<tr><td>64.</td><td><u>PROTECTED TREE REPLACEMENT REQUIREMENTS - All trees designated as Protected trees pursuant to PMC Chapter 17.98, and which are approved for removal through a Tree Removal Permit issued by the City shall be replaced at a ratio of two replacement trees for each removed Protected tree and in compliance with the following:</u>
a) <u>For each removed Protected tree, one</u> 48-inch or 60-inch box tree, and one 36-inch box trees shall be planted as replacement trees.
b) The species of replacement trees and exact planting location is subject to review and approval by the Community Development Director, in consultation with the Planning Commission Ad-Hoc Subcommittee.</td><td>Prior to the Issuance of Building Permit (tree removal plan)

Prior to Occupancy Permits (installation of landscaping)</td><td>Community Development Department</td><td></td></tr>
</table>

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	c) The species selection shall be drought-tolerant and native, shall complement the architectural design of structures on the site, and shall be suitable for the soil and climatic conditions specific to the site. d) A protected tree removal plan, pursuant to PMC Section 17.96.060.D, shall be submitted indicating which protected trees can be removed and shall be used by the Community Development Director to issue a protected tree removal permit in compliance with the action taken on the entitlements.			
65.	**CHILDREN'S PLAY AREA-** The applicant shall revise the plans to include an additional children's play space in one of the courtyards. The play space may be for active children's play, if space allows, or for passive play. The plans shall be reviewed for comment by the Planning Manager prior to submittal to the City.	Prior to the Issuance of Building Permit		
66.	**CONFORMANCE WITH APPROVED PLANS –** All building permit drawings and subsequent construction shall substantially conform to the approved planning application drawings. Any modifications must be reviewed by the Planning Manager who shall determine whether the modification requires additional approval of the Planning Commission or City Council.	Prior to Issuance of Building Permits	Community Development Department	
67.	**MODIFICATION OF APPROVED PLANS** – Failure to obtain prior approval to modify the approved plans may result in a fine equal to double the original	Ongoing	Community Development	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	planning application permit fee and/or withholding of the occupancy permit until such time as the modification(s) to the plans has been reviewed by the Planning Commission or City Council.		Department	
68.	**VIOLATION/PENALTY –** Any person, firm or corporation, whether as principal, agent employee or otherwise, violating any of the provisions in Title 17 of the Municipal Code or any condition of an approval, permit or license granted pursuant to the provisions of this same title shall be deemed guilty of an infraction, punishable on the first offense by a fine not exceeding one hundred dollars, and on the second offense by a fine not exceeding two hundred dollars and on the third offense and subsequent violation by a fine not exceeding five hundred dollars and shall be deemed guilty of a separate offense for each and every day during any portion of which any violation of this title is committed, continued or permitted by such person, firm or corporation.	Ongoing	Community Development Department	
69.	**STREET ADDRESS ASSIGNMENT** – An Address Assignment Plan for the project shall be submitted for review and approval and shall be reflected in the submitted building plans.	Prior to issuance of Building Permit	Community Development Department	
70.	**SITE MAINTENANCE** – The construction site shall be cleaned of garbage and debris on a daily basis and maintained in an orderly fashion. All construction equipment shall be secured at the end of each day of construction.	Ongoing through end of construction	Community Development Department	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
Building Conditions				
71.	**BUILDING CODES –** At time of issuance of building permits, the building shall comply with Chapter 15 of the Municipal Code and State Title 24 and the U.S. Americans with Disabilities Act.	Prior to issuance of Building Permit	Building Division	
72.	**INSPECTIONS** – The applicant shall arrange all inspections with the Building Division, Fire Department, and Public Works Department. All Building Division inspection requests shall be made at least 24 hours in advance.	Prior to issuance of Occupancy Permits	Building Division	
73.	**GEOTECHNICAL/SOILS REPORT** - A geotechnical/soils report containing all design recommendations of footings, retaining walls and any other information pertinent to the soil condition shall be required and submitted with the permit application. The soils report shall be prepared by a licensed soils engineer or geologist.	Prior to issuance of Permits	Community Development Department / Public Works Department	
74.	**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 Building Permit	Building Division	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
75.	**DESIGN-LEVEL GEOTECHNICAL INVESTIGATION** – The applicant shall submit a design-level geotechnical exploration, which includes performance of a soil boring or other exploration in the southeast corner of the property in order to confirm continuous soil stratigraphy and a lack of evidence indicative of nearby faulting.	Prior to issuance of Permits	Community Development Department / Public Works Department	
76.	**PLAN CHECK FEES –** A plan check fee shall be paid to the Building Division at time of submission of plans pursuant to PMC §15.02.060	Prior to issuance of Building Permit	Building Division	
77.	**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 pursuant to PMC §5.04.020.	Prior to issuance of Building Permit	Building Division	
78.	**SMOKE DETECTORS –** Smoke detectors are required in all residential units pursuant to PMC §12.10(a) and applicable Building Code.	Prior to issuance of Occupancy Permits	Building Division	
79.	**ADDRESSING –** Prior to issuance of a "Certificate of Occupancy" or final building inspection approved numbers and addresses shall be installed on all buildings in compliance with Section 15.02.050 of the Municipal Code:	Prior to issuance of Certificate of Occupancy	Building Division	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	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 within a multiple family, commercial and industrial complex shall have an address on it. If there is more than one building per address, each building shall have an address that is unique from the other buildings. d. Each multiple family unit shall have an address attached to the door or near the door that clearly identifies it. e. Addressing plans for multiple family, commercial and industrial complexes shall be submitted for review.			
80.	**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."	Prior to Construction	Building Division	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
81.	**CONSTRUCTION NUISANCE PREVENTION** – The following provisions shall be followed during all construction activities for the project a. Prior to any earth hauling operations, the applicant shall submit a Hauling Plan for review and approval by the City Engineer. b. When Pinole Middle and/or West County Mandarin School (1575 Mann Drive) is in session, all construction related traffic on Appian Way shall be prohibited during designated pick-up and drop off hours. c. All construction vehicles shall be properly maintained and equipped with exhaust and mufflers that meet state and federal standards. d. Newly disturbed soil surfaces shall be watered down regularly by a water truck maintained on-site during all daylight hours discontinue when winds speed reach 15mph	Ongoing	Building Division	
Police Department Conditions				
82.	**FIBER OPTICS** – A fiber optics pathway shall be installed from the project site to the nearest existing fiber optics connection point to the satisfaction of the	Prior to Certificate of	Police Department	

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	Building Official. Specifications for the pathway, fiber, interfacing equipment, and junction boxes are available at the Police Department. The equipment necessary to interface with the fiber optics shall be in place in the alarm control panels (fire, burglar, etc.) upon completion of construction	Occupancy Permit		
83.	**DOORS AND ROOF HATCHES** – The following conditions shall be met to the satisfaction of the Building Official prior to issuance of a Certificate of Occupancy. a. 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. b. All doors described above shall be equipped with the following locking mechanisms: Dead Bolt Locks: i. A minimum of ¾ inch diameter by 1-inch throw. ii. High security case hardened bezel around the locking mechanism. iii. Made of case-hardened steel. iv. High security striker plate (4-screw type, screws a minimum of 1½ inches long).			

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	c. All double doors shall have a dead bolt lock, as described in b above, 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, above. d. 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. e. 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. f. All roof hatches (access to roof) shall be securely locked from the inside. Dead bolt or similar locking mechanism is recommended.			
84.	**WINDOWS AND SLIDING GLASS DOORS** – All windows that are accessible from the ground, balconies, walkways, trees, fences, and roof shall be equipped with an auxiliary locking mechanism in addition to the standard manufacturer's lock.	Prior to Certificate of Occupancy Permit	Police Department	

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85.	**ALARM SYSTEM (MULTI-FAMILY)** – Each individual unit shall be equipped with a burglar alarm system, installed by state licensed contractor. The system shall include:	Prior to Certificate of Occupancy Permit	Police Department	
86.	**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. Bushes/dense vegetation trimmed to 2' or less c. Trim tree canopies to 6' or higher d. All trees shall be planted a sufficient distance from the buildings so that upon reaching maturity they will not provide roof access.	Prior to Certificate of Occupancy	Police Department	
87.	**PUBLIC AREA LIGHTING** a. 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. b. 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.	Prior to Certificate of Occupancy	Police Department	

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	c. Except as otherwise noted, all security light fixtures shall be mounted a minimum of 10 feet above ground. d. All required lighting shall be equipped with a photoelectric cell or equivalent technology to turn it on at sunset and off at daybreak. e. All areas where video camera surveillance is required shall meet the standards for the camera selected and approved by the Police Department. f. 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 for the overall project site. g. Lighting shall be on a timer for evening hours. h. The front parking lot is dark. The recommendation is to update lighting to LEDs and following the current foot candle requirement as part of the overall project.			
88.	**RADIO RECEPTION** - Prior to occupancy, the owner shall contact the Police Department to provide Police with the opportunity to test radio reception in the buildings to identify any reception issue.	Prior to Certificate of Occupancy	Police Department	

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89.	**ARCHITECTURAL COMMENTS** – Rooftop: The project shall include general safety features associated with people congregating on the roof tops and the play structure on the apartment roof shall have adequate perimeter height to promote safety.	Prior to Certificate of Occupancy	Police Department	
90.	**EXTERNAL VIDEO SURVEILLANCE** – Video surveillance cameras shall be required, including all outdoor common areas. Management and employees shall be required to know how to operate the system and playback of files shall be compatible with Windows Media Player. Placement of the video surveillance cameras shall be established by the Police Department after review of the plans and intended use of the project. Cameras shall be capable of being monitored from the Police Department upon completion of project.	Prior to Certificate of Occupancy	Police Department	
Fire Department Conditions of Approval				
91.	**FIRE CODE CONFORMANCE** – Compliance with the 2019 CFC (California Fire Code), 2019 CBC, (California Building Code) the 20149 NFPA 13 Standards, the NFPA 72 standards, and all local ordinances as they apply to the occupancy and use of the proposed structure and shall be enforced for the scope of work and	Prior to issuance of Building Permit	Fire Department	

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	occupancies of the project redevelopment plan. Compliance with all other NFPA standards is required where applicable and to the satisfaction of the Fire Marshall and/or Fire Chief.			
92.	**CONSTRUCTION PLANS FOR FIRE PREVENTION** – Prior to issuance of a building permit, building construction plans and plans for fire extinguishing system shall be submitted for Fire Code plan check.	Prior to issuance of Building Permit	Fire Department	
93.	**TURNING RADIUS –** Fire apparatus turning radius shall be in compliance with the Contra Costa County Standard to accommodate the largest fire truck apparatus.	Prior to issuance of Building Permit	Fire Department	
94.	**FIRE EXTINGUISHING SYSTEM -** An automatic fire extinguishing/ sprinkler system is required to be installed	Prior to issuance of Building Permit	Fire Department	
95.	**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. Fire apparatus turning radius shall be in compliance with the Contra Costa County Standard to accommodate the largest fire truck apparatus	Prior to issuance of Building Permit	Fire Department	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
96.	**ADDRESS** – Addresses shall be a minimum of 6" on a contrasting background visible from the street pre/post construction. Exterior elevated corners of structures shall have 12" numbers.	Prior to Building Permit Final	Fire Department	
97.	**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 Permit Final	Fire Department	
98.	**WATER SUPPLY SYSTEM** – Prior to issuance of a building permit 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 Building Permit	Fire Department	
99.	**FIRE PREVENTION FEES AND INSPECTION** – Prior to issuance of a Certificate of Occupancy or final building inspection, the applicant shall pay all applicable fees in accordance with the City's Master Fee Schedule and obtain an inspection from the Fire Department. All meetings and inspections shall require a 48-hour advanced notice.	Prior to issuance of Building Permit	Fire Department	

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100	**FIRE TRAINING** – The applicant shall meet with the Fire Department for the purposes of utilizing existing structures for Fire Training exercises prior to issuance of a demolition permit.	Prior to issuance of Building Permit	Fire Department	
Environmental Conditions				
101	**EVN-AQ-1:** During all construction activities including demolition and ground disturbance activities, on and offsite, the contractor shall implement the latest BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust as follows: a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. b. All haul trucks transporting soil, sand, or other loose material shall be covered. c. All visible mud and 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. d. All vehicle speeds on unpaved roads shall be limited to 15 mph. e. All roadways, driveways, and sidewalks to be paved shall be completed as	Prior to issuance of Building Permit	Community Development Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	soon as practicable. Building pads shall be laid as soon as practicable after grading unless seeding or soil binders are used. f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper working condition prior to operation. h. A publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints shall be posted on the project site prior to the initiation of construction activities. 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.			
102	**EVN-BIO-1:** To avoid and minimize potential impacts to nesting birds	Prior to issuance	Community	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	including passerines and raptors, the following measures shall be implemented: 1. Grading or removal of potentially occupied habitat should be conducted outside the nesting season, which occurs between approximately February 1 and August 31. 2. If grading between August 31 and February 1 is infeasible and groundbreaking must occur within the nesting season, a pre-construction nesting bird survey (migratory species, passerines, and raptors) of the potentially occupied habitat (trees, shrubs, grassland) shall be performed by a qualified biologist within 7 days of groundbreaking. If no nesting birds are observed no further action is required and grading shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey. 3. If active bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the occupied habitat until the young have fledged, as determined by a qualified biologist. 4. The radius of the required buffer zone can vary depending on the species, (i.e., 75-100 feet for passerines and 200-500 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified	of Building Permit	Development Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	biologist in consultation with CDFW. 5. To delineate the buffer zone around the occupied habitat, construction fencing shall be placed at the specified radius from the nest within which no machinery or workers shall intrude. 6. Biological monitoring of active nests shall be conducted by a qualified biologist to ensure that nests are not disturbed and that buffers are appropriate adjusted by a qualified biologist as needed to avoid disturbance. 7. No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1 unless it is determined by a qualified ornithologist/biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones, or that the nesting cycle is otherwise completed.			
103	**EVN-BIO-2:** Prior to any tree removal or alteration, the applicant shall obtain approval from the City of Pinole to implement a plan for tree preservation and replacement in accordance with the City's Tree Removal Permit. Replacement of protected trees onsite shall be replaced by either planting trees onsite as part of the development over and above the landscaping that would otherwise be	Prior to issuance of Building Permit.	Community Development Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	required at a value equal to the value of the protected trees that will be removed, or through the payment of an in-lieu fee to the City in an amount equal to the value of the protected trees that will be removed.			
104	**EVN-CUL-1:** To ensure the Project does not result in impacts to buried archaeological resources onsite, if present, the following shall be implemented: a. **Training**. Prior to commencement of ground-disturbing activities, a Secretary of the Interior-qualified archaeologist shall conduct a preconstruction training for construction personnel. The training shall familiarize individuals with the potential to encounter prehistoric artifacts or historic-era archaeological deposits, the types of archaeological material that could be encountered within the Project Area, and the requirement for a monitor to be present during initial ground-disturbing activities. b. **Monitoring**. During initial ground disturbing activities on native soils, a Secretary of the Interior-qualified archeologist shall conduct mechanical presence/absence exploration in the portions of the Project Area that will be subject to ground disturbing activities to verify the presence/absence of prehistoric archaeological resources associated with CA-CCO-421 (P-07-000453). The presence/absence exploration shall access the stratigraphy extending to the depth of the proposed excavation in the	Prior to issuance of Grading Permit	Public Works Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	respective area. The Archaeologist shall also monitor subsequent initial ground disturbing activities in native soil. The monitor shall have the authority to temporarily halt work to inspect areas as needed for potential cultural materials or deposits. Daily monitoring logs shall be completed by the monitor. c. **Post-review Discoveries**. In the event that cultural resources are exposed during construction, all earth work occurring within 100 feet of the find shall be immediately stopped until a Secretary of Interior-qualified Archaeologist inspects the material(s), assess historical significance, consults with Tribes and other stakeholders as needed, and provides recommendations for the treatment of the discovery. d. **Archaeological Monitoring Report**: Within 60 days following completion of construction work, an archeological monitoring report shall be submitted to the City. The report shall include the results of the monitoring program (even if negative), a summary of any findings or evaluation/data recovery efforts, and supporting documentation (e.g., daily monitoring logs).			
105	**EVN-CUL-2:** In the event that human remains are encountered within the Project Area during Project-related, ground-disturbing activities, all work must stop, and the County Coroner immediately notified of the discovery. If the	During Construction	Community Development Department	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	County coroner determined that remains are, or are believed to be Native American, then the Native American Heritage Commission must be contacted by the Coroner so that a "Most Likely Descendant" (MLD) can be designated to provide further recommendations regarding treatment of the remains. A Secretary of Interior-qualified Archaeologist should also evaluate the historical significance of the discovery, the potential for additional human remains to be present, and to provide further recommendations for treatment of the resource in accordance with the MLD recommendations. Federal regulations require that Native American human remains, funerary objects, and object of cultural patrimony are handed consistent with the requirement of the Native American Graves Protection and Repatriation Act.			
106	**EVN-GEO-1**: The applicant shall incorporate the recommendations of the Project Geotechnical Report prepared by Miller Pacific Engineering Group (November 1, 2021) into construction drawings. As determined by the City Engineer and/or Chief Building Official, all applicable recommendations set forth in the in Geotechnical Report prepared for the subject property, including, but not limited to grading, excavation, foundations systems, and compaction specifications shall be incorporated. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports and/or to the satisfaction of the City Engineer/Chief	Prior to issuance of Grading Permit	Public Works Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	Building Official have been incorporated into the design of the project. Nothing in this mitigation measure shall preclude the City Engineer and/or Chief Building Official from requiring additional information to determine compliance with applicable standards. The geotechnical engineer shall inspect the construction work and shall certify to the City, prior to issuance of a certificate of occupancy that the improvements have been constructed in accordance with the geotechnical specifications.			
107	**EVN-GEO-2:** Prior to issuance of a grading permit, an erosion control plan along with grading and drainage plans shall be submitted to the City Engineer for review. The project shall comply with stormwater management requirements and guidelines established by Contra Costa County under the Contra Costa Clean Water Program Stormwater C.3 Guidebook and incorporate Contra Costa County best management practices for erosion and sediment control for construction. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City's Erosion Control requirements, Chapter 15.36.190 of the Municipal Code. Plans shall detail erosion control measures such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during all	Prior to issuance of Grading Permit	Public Works Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	construction activity.			
108	**EVN-GEO-3:** Should any potentially unique paleontological resources (fossils) be encountered during development activities; work shall be suspended within 50 feet of the discovery and the City of Pinole Planning Division of the Community Development Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist. The project proponent shall be required to implement any mitigation necessary for the protection of paleontological resources. The City and the project applicant shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries. The City and the project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.	During Construction	Community Development Department	
109	**HAZ-1:** The Project applicant shall implement the following Best Management Practices (BMPs) regarding potential soil hazards: a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner or if designated for off-site disposal at a			

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	permitted facility, the soil shall be loaded, transported, and disposed of in a safe and secure manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal laws, the Regional Water Quality Control Board (RWQCB), the Contra Costa Environmental Health Services Department, and the City of Pinole. b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Pinole, the RWQCB and/or Contra Costa Environmental Health Services Department.			
110	**HAZ-2** Prior to issuance of any demolition, grading, or building permit, the applicant shall submit a report resulting from a comprehensive asbestos survey and, if asbestos containing materials (ACM) are identified onsite, plans for safe removal. If ACM are verified, the applicant shall prepare an Operations and Maintenance (O&M) Safety Plan and receive approval of the O&M Plan by the City of Pinole Fire Department. The purpose of the O&M Plan is to establish protocol for the removal and disposal of ACM	Prior to issuance of Demolition, Grading, and Building Permits	Community Development Department/ Public Works Department	

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	and shall also address the potential for accidental discovery of hazards and hazardous materials during construction activities including lead-based paints and groundwater contamination. Said plans shall be implemented during demolition and construction activities including the following: a) Use appropriate site control measures such as wet methods to minimize airborne dust generation. b) Identify construction worker protection plan for handing ACM. c) Characterize material export and proper disposal requirements. Notification requirements to the Bay Area Air Quality Management District in accordance with the Asbestos Demolition and Renovation Program requirements			
111	**EVN-HYD-1:** Prior to issuance of a building permit, the applicant shall prepare a design-level Stormwater Management Plan that incorporates stormwater management requirements and best management practices, per Pinole Municipal Code Chapter 8.20 and Contra Costa County Clean Water Program requirements, including the Contra Costa Clean Water Program Stormwater C.3 Guidebook and demonstrates that the storm drain system has adequate capacity to serve the project. The Stormwater Management Plan shall be reviewed and accepted by the City Engineer.	Prior to issuance of Building Permit	Public Works Department	

Exhibit A
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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
112	**EVN-HYD-2:** Prior to issuance of a grading permit, the applicant shall file a Notice of Intent with the RWQCB and demonstrate compliance with the Statewide General Permit for Construction Activities. In accordance with the National Pollution Discharge Elimination System (NPDES) regulations, the applicant shall prepare and implement a project-specific Stormwater Pollution Prevention Plan, including an erosion control plan, for grading and construction activities. The SWPPP shall address erosion and sediment control during all phases of construction, storage, and use of fuels, and use and clean-up of fuels and hazardous materials. The SWPPP shall designate locations where fueling, cleaning and maintenance of equipment can occur and shall ensure that protections are in place to preclude materials from entering into storm drains. The contractor shall maintain materials onsite during construction for containments and clean-up of any spills. The applicant shall provide approval documentation from the RWQCB to the City verifying compliance with NPDES.	Prior to issuance of Grading Permit	Public Works Department	
113	**EVN-NOI-1:** Construction activities including delivery and hauling shall comply with construction hours as provided under Pinole Municipal Code Section 15.02.070 and in accordance with construction best management practices for minimizing noise including:	During Construction	Community Development Department	

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PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	1. Construction shall be limited to the hours of 7:00 a.m. to 5:00 p.m. Monday through Friday, excluding holidays. 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. Any work outside of these hours by the construction contractors should require a special permit from the City Manager. There should be compelling reasons for permitting construction outside of these designated hours. 2. Construct temporary noise barriers, where feasible, to screen adjoining land uses. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps. 3. The contractor shall use “new technology” power construction equipment with state-of-the-art noise shielding and muffling devices. All internal combustion engines used on the project site shall be equipped with adequate mufflers and shall be in good mechanical condition to minimize noise created by faulty or poorly maintained engines or other components.			

Exhibit A
PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	4. The unnecessary idling of internal combustion engines shall be prohibited. 5. Staging areas and stationary noise-generating equipment shall be located as far as possible from noise-sensitive receptors. 6. Ensure that generators, compressors, and pumps are housed in acoustical enclosures. 7. Locate cranes as far from adjoining noise-sensitive receptors as possible. 8. Substitute nail guns for manual hammering and electrically powered tools for noisier pneumatic tools, where feasible. 9. A “noise disturbance coordinator” shall be designated to respond to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., beginning work too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. A telephone number for the disturbance coordinator would be conspicuously posted at the construction site.			

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PLANNING COMMISSION RESOLUTION 22-05 CONDITIONS OF APPROVAL

		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
114	**EVN-NOI-2** The following measures shall be incorporated to reduce interior noise levels to 45 dBA DNL or less at residential interiors: 1. Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all residential units on the project site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards. 2. Residential units along the northern building façade should be provided with windows and doors having a minimum rating of 30 Sound Transmission Class (STC) and adequate forced-air mechanical ventilation in order to meet the interior noise threshold of 45 dBA DNL. 3. Residential units along the western and eastern building façades should be provided with windows and doors having a minimum rating of 28 STC and adequate forced-air mechanical ventilation in order to meet the interior noise threshold of 45 dBA DNL. 4. A qualified acoustical specialist shall conduct a unit-by-unit analysis of interior residential noise levels and recommend building treatments to reduce interior noise levels to 45 dBA DNL or less. Treatments would include, but are not limited to, sound-rated windows and doors, sound-rated wall and	Ongoing	Community Development Department	

Exhibit A
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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	window constructions, acoustical caulking, protected ventilation openings, etc. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to final of a building permit.			
115	**EVN-TRAN-1**: Prior to the issuance of Building Permit, the applicant shall provide the Project's fair share contribution as established by the City towards multi-modal improvements in the Project vicinity as identified in the Three Corridors Specific Plan.	Prior to issuance of Building Permit	Community Development Department	
116	**EVN-TRAN-2**: To maintain adequate sight lines at the project driveways, pursuant to Pinole Municipal Code Section 17.98.020, signage, trees, and other landscaping features within the clear vision triangle at driveway and street intersections shall be maintained such that visibility is maintained between thirty (30) inches and seven (7) feet. The applicant shall be responsible for maintaining adequate sight lines from the project driveways, on-street parking on Fitzgerald	Ongoing	Community Development Department	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	Drive is prohibited, and vegetation shall be trimmed to about one foot in height on the west sides of the driveways.			
117	**EVN-TRAN-3** Prior to final occupancy, the applicant shall reconstruct the westerly driveway to the Project site such that it is at grade with Fitzgerald Drive to improve sightlines.	Prior to Occupancy Permits	Community Development Department	
118	**EVN-TRAN-4**: Prior to final occupancy, the applicant shall construct a pedestrian-refuge median island along with high visibility continental markings, yield line striping, and a flashing "Yield Here to Pedestrian" sign at the intersection of the easterly driveway to the Project and Fitzgerald Drive	Prior to Occupancy Permits	Community Development Department	
119	**EVN-TRAN-5** Prior to issuance of the certificate of occupancy, a final Transportation Demand Management Plan shall be provided to the Community Development Department for review and approval. The TDM Plan shall include example materials that will be used to educate residents about the programs, designate a staff position as the Transportation Coordinator, and detail the program implementation schedule which should commence with occupation of the building.	Prior to Occupancy Permits	Community Development Department	

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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
120	**ENV-TCUL-1:** To protect buried Tribal Cultural Resources that may be encountered during construction activities, the Project shall implement environmental COA CUL-1 and COA CUL-2.	During Construction	Community Development Department	
121	**ENV-UTIL-1:** Pursuant to Action GM 2.2.1 Service Standards, prior to issuance of a building permit, the applicant shall secure verification from EBMUD that adequate water supplies are available to serve the project and prior to issuance of occupancy the applicant shall demonstrate that all EBMUD water efficiency requirements have been fulfilled.	Prior to issuance of building permit	Public Works Department	
122	**ENV-UTIL-2:** Pursuant to MM 4.12.6.2, the project shall secure a can and will serve letter demonstrating that there is sufficient sewer/water treatment and conveyance capacity prior to issuance of Certificate of Occupancy. The proposed project shall have a unique connection to the public sewer collection system. The connection to the sewer system will require a permit from the City of Pinole, the payment of sewer user fees, and payment of a sewer connection fee prior to the issuance of building permits.	Prior to Certificate of Occupancy	Community Development Department	
123	**ENV-UTIL-3:** Pursuant to General Plan Action CS.8.1.3 and in accordance with current CalGreen Building Code requirements, a Construction Waste Management Plan shall be prepared and implemented during all stages of construction. The Construction Waste Management Plan shall meet the	Prior to issuance of Building Permit	Community Development Department	

Exhibit A
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		Timing/ Implementation	Monitoring Department / Division	Verification (date and Signature)
	minimum requirements of the CalGreen code for residential development including but not limited to regional material sourcing (A5.405.1), Bio-based materials (A5.105.2), Reused materials (A5.405.3), and materials with a recycled content (A5.405.4).			
124	**ENV-UTIL-4:** In accordance with CalGreen Section 4.410.2 onsite recycling shall be provided in readily accessible areas for the depositing, storage and collection of non-hazardous materials including at a minimum paper, cardboard, glass, plastics, organic waste, and metals.	Ongoing	Community Development Department	
125	**ENV-UTIL-5:** The applicant shall coordinate with Republic Services to appropriately size trash enclosures and ensure that maximum waste stream diversion occurs by providing onsite pre-sorting for recyclables and green waste for compostable and organic materials as available.	Ongoing	Community Development Department	

*Note: Conditions of Approval beginning with "ENV" are based on the CEQA document for the project.

Attachment B

ENVIRONMENTAL CHECKLIST

PURSUANT TO CALIFORNIA PUBLIC RESOURCES CODE SECTION 21083.3, GOVERNMENT CODE SECTION 65457(a) AND CEQA GUIDELINES SECTIONS 15168 and 15183

PINOLE VISTA PROJECT

Prepared For:

City of Pinole
2131 Pear Street
Pinole, CA 94564

July 2022

PINOLE VISTA PROJECT
CEQA ENVIRONMENTAL CHECKLIST

Project Title:	Pinole Vista Project	
Lead Agency:	City of Pinole 2131 Pear Street Pinole, CA 94564	
Contact Person:	David Hanham, Planning Manager Phone: (510) 724-9842 Email: dhanham@ci.pinole.ca.us	
Project Location:	1500 Fitzgerald Drive, City of Pinole, Contra Costa County, California APN: 426-391-010	
Property Sponsor and Owner(s):	Property Owner Metrovation / ROIC California Chris Cole 732.933.8382 ccole@metrovation.com	Project Applicant Trachtenberg Architects Isaiah Stackhouse, Principal 510.649.1414 www.TrachtenbergArch.com
General Plan Designation:	Service Sub-Area (SSA) (10.1-50 DU/AC)	
Specific Plan Sub-Area:	Service Sub-Area, Appian Way Corridor	
Specific Plan Zoning:	Commercial Mixed-Use (CMU)	
Description of project:	The project consists of demolition of an existing, 91,342 square foot, vacant, commercial building (formerly occupied by K-Mart) and the construction of a new five-story residential building consisting of 263,862 square feet of floor area with 223 residential dwelling units, and associated improvements on a 5.93-acre site within the existing Pinole Vista Shopping Center. The project proposes a 25 percent Density Bonus to increase the allowed number of units to 223 units from 178 units, as permitted by the base density of the site, through the provision of seven percent of the base units affordable at the very low-income level. An additional eight percent of the base units will be provided at the low-income level to satisfy the City's inclusionary ordinance.	
Surrounding land uses and setting; briefly describe the project's surroundings:	The site is surrounded by existing urban uses with commercial uses of the shopping center located to the east and west; motel and commercial uses to the north, across Fitzgerald Drive, and residential uses to the south.	
Other public agencies whose approval is required (e.g. permits, financial, or participation agreements):	N/A	
Have California Native American tribes requested consultation pursuant to Public Resources Code section 21080.3.1?	The City conducted notification within the statutory timeframe provided by Public Resources Code §21080.3.1. Notice was delivered to tribes via email on January 5, 2022. On January 20, 2022, The Confederated Villages of Lisjan requested to enter into consultation and the City provided the Tribe with information requested on the project. The City of Pinole did not receive any other responses requesting further information.	

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PINOLE VISTA PROJECT

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1. INTRODUCTION

This California Environmental Quality Act (CEQA) Analysis evaluates environmental impacts from the proposed Pinole Vista Project, which consists of the demolition of existing improvements onsite (91,342 square feet associated with a currently vacant building, formerly occupied by K-Mart), and the development of a new five story residential building consisting of 263,862 square feet of floor area with 223 residential dwelling units, and associated improvements, including parking areas, internal access aisles, outdoor open space, landscaping, lighting, and other ancillary improvements (hereinafter referred to as the "Project"). Documentation herein has been prepared by the City of Pinole as lead agency as defined in Section 15367 of the CEQA Guidelines and in full accordance with the procedural and substantive requirements of CEQA Guidelines. This CEQA Analysis uses streamlining in accordance with CEQA Guidelines 15163 and 15183 for consistency with the General Plan and Three Corridors Specific Plan and the certified Environmental Impact Report (EIR), as well as the CEQA exemption provided by Government Code Section 65457(a), as a residential project consistent with a Specific Plan.

2. PROJECT DESCRIPTION

Regional Setting

The City of Pinole is located in northwestern Contra Costa County along Interstate 80 (I-80), approximately 12 miles south of Vallejo and 17 miles north of Oakland. It is located at the southeastern edges of San Pablo Bay and north of the San Pablo reservoir. The City of Pinole is bordered by the City of Hercules to the north and by the Cities of Richmond and San Pablo to the south (**Figure 1: Regional Location**).

Vicinity Setting

The Project site is located south of Fitzgerald Drive, adjacent to the road. It is approximately 0.09 miles (480 linear feet) south of Interstate 80 (I-80), approximately 0.3 miles west of Appian Way, and is within the Appian Way Corridor of the Three Corridors Specific Plan. The site is surrounded by urban uses, and is located within the existing Pinole Vista Shopping Center, which contains several commercial uses, including the Lucky supermarket, Planet Fitness, retail establishments, commercial services, restaurants, and associated parking. The Project site is located at the western portion of the shopping center. Commercial uses exist to the north of the site across Fitzgerald Drive and to the west; single-family residential development is located to the south (**Figure 2: Vicinity Map**).

The Project site is located within the Service Sub-Area of the Appian Way corridor within the Three Corridors Specific Plan. The Appian Way Corridor is designated as a Priority Development Area (PDA).

Priority Development Areas (PDAs) are places identified by Bay Area communities as areas for investment, new homes, and job growth. PDAs are the foundation for sustainable regional growth as envisioned through Plan Bay Area, the region's Sustainable Community Strategy (SCS). The most recently adopted SCS is the Plan Bay Area 2050 prepared as a joint effort between the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).[1] Implementation of PDA's enhance mobility and economic growth by linking the location of housing and jobs with transit, thus offering a more efficient land use pattern around transit, reducing greenhouse gas emissions, and realizing a greater return on existing and planned transit investments.

Project Site Setting

The Project site is located within Appian Way corridor of the Three Corridors Specific Plan and is under the Service Sub-Area. The Specific Plan land use designation and zoning of the property is Commercial Mixed Use (CMU) (**Figure 3: Land Use and Zoning**). The purpose of the CMU designation is to provide for vibrant

[1] Final Plan Bay Area 2050 prepared by ABAG/MTC, adopted October 21, 2021.

commercial and mixed-use development. This designation allows for the development of 20.1 - 30.0 dwelling units/acre. Multi-family residential uses are permitted by right within the CMU district.

The Three Corridors Specific Plan indicates that at least 51% of the total floor area in the CMU designation shall be allocated to commercial uses. However, the 51% commercial uses requirement does not apply in this case due to the concession granted by the density bonus.

The Project site is currently developed with an existing “Big Box” building constructed in 1981 along with drive aisles, a parking lot, and limited landscaping. Other commercial buildings associated with the Pinole Vista Shopping Center are located east of the site and commercial uses continue to the west. The existing building on the project site is 91,342 square feet in size, was formerly occupied by K-Mart and is currently vacant. The “Big Box” architecture of the building is typical of commercial shopping centers in California from this time period.

Currently, access to the project site is provided from two drive aisles off of Fitzgerald Drive, located on either side of the existing vacant building. A large parking lot is accessed from the eastern drive aisle. The project site is interconnected with the circulation system of the Pinole Vista Shopping Center, which is accessed via five driveways from Fitzgerald Drive. Shared parking lots serve the Pinole Vista Shopping Center. City standard sidewalks are located along the project site frontage to Fitzgerald Drive along with narrow strips of ornamental plantings of trees and shrubs between the sidewalk and the shopping center development.

The site is generally flat with a gentle slope toward the south. A steep terraced slope is located at the southern portion of the site, which contains coast live oak trees, bishop pines, and other vegetation, and separates the site from the residential development to the south. This area will be furnished with picnic tables under the proposed project and existing trees within the terraced slope will be retained.

A total of 83 trees have been identified on the Project site, of which 36 will require removal to accommodate the proposed development. Eight (8) of the 36 trees proposed for removal are protected trees, as defined in Chapter 17.98 of the Pinole Municipal Code.

As mentioned above, the Project site is located within a Priority Development Area (PDA). PDAs are locally-identified, infill development opportunity areas that are planned to accommodate more housing along with facilities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by public transit.[2] The Project site is served by the West Contra Costa Transit Authority (WestCAT), via Route 16 on weekdays, Route JPX on weekday off-peak times, and Route 19 on Saturday, and by Alameda Contra Costa Transit District (AC Transit) Bus Route 70 all day throughout the week and Route 376 at nights throughout the week.

Project Description

The Project proposes the demolition of an existing, 91,342 square foot, vacant, commercial building (formerly occupied by K-Mart) and the construction of a five-story, E-shaped, residential apartment building containing 263,862 square feet of floor area with 223 units, and associated improvements on a 5.93-acre site within the existing Pinole Vista Shopping Center (Project). The Project would also include outdoor open space, including two landscaped courtyards, 5,462 square feet of usable open space to the rear of the property, parking, exterior lighting, internal aisles for circulation, and bio-retention areas **(**Error! Reference source not found.**).** The proposed building will include four residential unit types consisting of 36 studios, 99 one bedroom units, 68 two bedroom units, and 20 units with two bedrooms and an office. Additionally, the apartment building would provide common amenities including a fitness room, lobbies, secure bike storage spaces to accommodate up to 160 bicycles, club rooms, a lounge, and a community room with roof deck.

Vehicular access to the Project site will continue to be provided via the two existing driveways from Fitzgerald Drive. Both existing driveways would provide two-way access under the proposed project. Internal circulation onsite will occur around the perimeter of the building via three (3) rows of drive aisles connected by a drive aisle at the rear of the building. Two drive aisles are proposed to be 27 feet wide and the other will be 29 feet wide.

[2] City of Pinole Three Corridors Specific Plan, Updated June 2020, pg. 1.0-1.

Drive aisles provide access to 275 vehicle parking stalls. The main entry drive is located on the east side of the building and contains a median at its intersection with Fitzgerald Drive that will be landscaped. The main entry to the project site provides access parking onsite and retains through access to the existing parking area and drive aisles east of the site within the Pinole Vista Shopping Center.

Pedestrian access will be accommodated through the installation of onsite walkways extending along the perimeter of the building and within courtyards, and a proposed 4 foot wide pathway connecting to the existing City standard sidewalk along the project site frontage to Fitzgerald Drive. The Project includes installation of a crosswalk across Fitzgerald Drive to the east of the eastern driveway consisting of a ladder striped walkway and lead arrows at both approaches to alert drivers of the pedestrian crossing. The project will retrofit three adjacent bus stops into covered bus shelters.

The Project will include a total of 70,092 square feet in open space for residents, including the front and rear yards, two courtyards, and private patios. The front yard, courtyards, and planter strips in the parking area will include new landscaping, which consist of trees, shrubs, perennials, groundcover, and ornamental grasses. Up to 183 new trees will be planted within landscape areas.

The proposed building architecture will feature flat roofs with windows punctuating the five story facades. Exterior finishes will include stucco on the lower four stories and hardie plank-lap siding in a different color on the fifth floor topped by a metal panel facia. Concrete planters at the ground level will be placed along all building elevations. The building will be 54’-6” tall as measured from grade with the stairs wells to the roof extending 9’-0” above the building roof. Ground floor façades of common amenities such as lobbies, the fitness center, and clubrooms are proposed to have ground to ceiling fenestration, punctuated by an overhang reflective of surrounding commercial mixed use property design.

Density Bonus

The base density of the site allows for 178 units. The proposed project will rely on a Density Bonus that increases the allowed number of units to 223 units. The Project proposes seven percent of the base units for Very-Low-Income households and eight percent of the base units for Low Income households, through the provision of which the project is eligible for a 25 percent density bonus resulting in 45 density bonus units. The Project meets all zoning standards such as height and setbacks and is, therefore, requesting no waivers. The Project is requesting a cost-reduction concession to eliminate the commercial requirement of the Commercial Mixed Use zoning designation.

Construction

For purposes of this analysis, it is assumed that construction activities will occur over an approximately 3-year construction period, from 2022 to 2024. The land development activities including demolition, site preparation, grading, and trenching for utilities would occur between September of 2022 and February of 2023, followed by the vertical construction of the residential building over an 18-month period, and culminating in parking lot paving in the last month of construction between August and September of 2024. Concentrated trucking activity would occur at the beginning and end of the project; during the grading and export operation, the pouring of the foundation, and in the last months while the parking lot is being paved. Construction access routes would be from existing driveways off of Fitzgerald Drive. A construction trailer, construction worker parking area, and the construction staging yard would be located on the project site. Construction activities, start times, end times and deliveries would be within the City’s designated construction hours per municipal code section 15.36.250, between the hours of 7 am to 6 pm Monday through Friday and 8 am to 5 pm on Saturday.

Site preparation would initiate with demolition and removal of the existing building, vegetation, and hardscape surfaces, to accommodate the proposed Pinole Vista residential development and associated improvements (approximately 2,980 tons of pavement and 91,342 square feet of demolished building materials). A total of 36 onsite trees, 8 of which are considered protected by the City of Pinole (Municipal Code, Chapter 19.6) would be removed to accommodate the proposed development. Grading onsite would result in 100 cubic yards of cut and would require 100 cubic yards of fill which may be sourced on-site. As such no net export or import of soils would be required in order to achieve proposed elevations.#

#
Following completion of grading activities, infrastructure improvements including trenching for utilities would be completed in advance of pouring the building foundations. The existing driveways and most of the street-adjacent curbs, gutters, and sidewalks are proposed to remain with limited improvements to address grades at the western driveway and enhance pedestrian ramps at the main entry (eastern driveway).

Building construction will involve installation of foundations and vertical elements. As recommended by the geotechnical investigation (**Appendix D**), the building would be supported by a stiffened shallow foundation system – either an interconnected continuous spread footing or mat slab foundation. Stormwater runoff from the building would be captured and treated in a bioretention facility at the front of the property. Stormwater runoff from the parking lots would be captured and treated by bioretention facilities within or adjacent to the parking lots. Stormwater bioretention areas would be constructed after the vertical elements of the project are complete, in conjunction with site landscaping and paving.
#
During all stages of construction, the Project will be required to comply with the state water board construction general permit. All stockpiles and landscape materials would be protected by berms with straw wattles or sandbags. Use of temporary silt fence may be used at the site periphery along with other erosion and sediment control measures such as straw wattle check dam. Fiber roll protection would be installed around all drain inlets. A concrete washout area will be located onsite. Precise controls would be established through compliance with regulatory requirements imposed through the construction general permit during construction and an approved project specific stormwater pollution prevention plan, prior to issuance of a grading permit.
##
Construction equipment expected to be utilized includes loaders, backhoes, haul trucks, graders, pavers, rollers, cranes, forklifts, and water trucks. All construction material and equipment would be staged on-site or, through issuance of an encroachment permit, on abutting rights-of-way. Temporary lane closures on Fitzgerald Drive are expected to occur during frontage improvements and utility work and will be coordinating through the City Engineer.

Public Outreach

The applicant has held one public outreach event to obtain feedback from the community on July 29, 2021. This event was a virtual meeting with notices mailed to property owners and occupants within a 1,500-foot radius.

Entitlements

The Project applicant has applied to the City of Pinole for the following entitlements:

- Comprehensive Design Review
- Lot Line Adjustment
- Affordable Housing Agreement (per Section 17.32.050 and the Specific Plan)
- Density Bonus
- Tree Removal Permit

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Figure 1: Regional Location

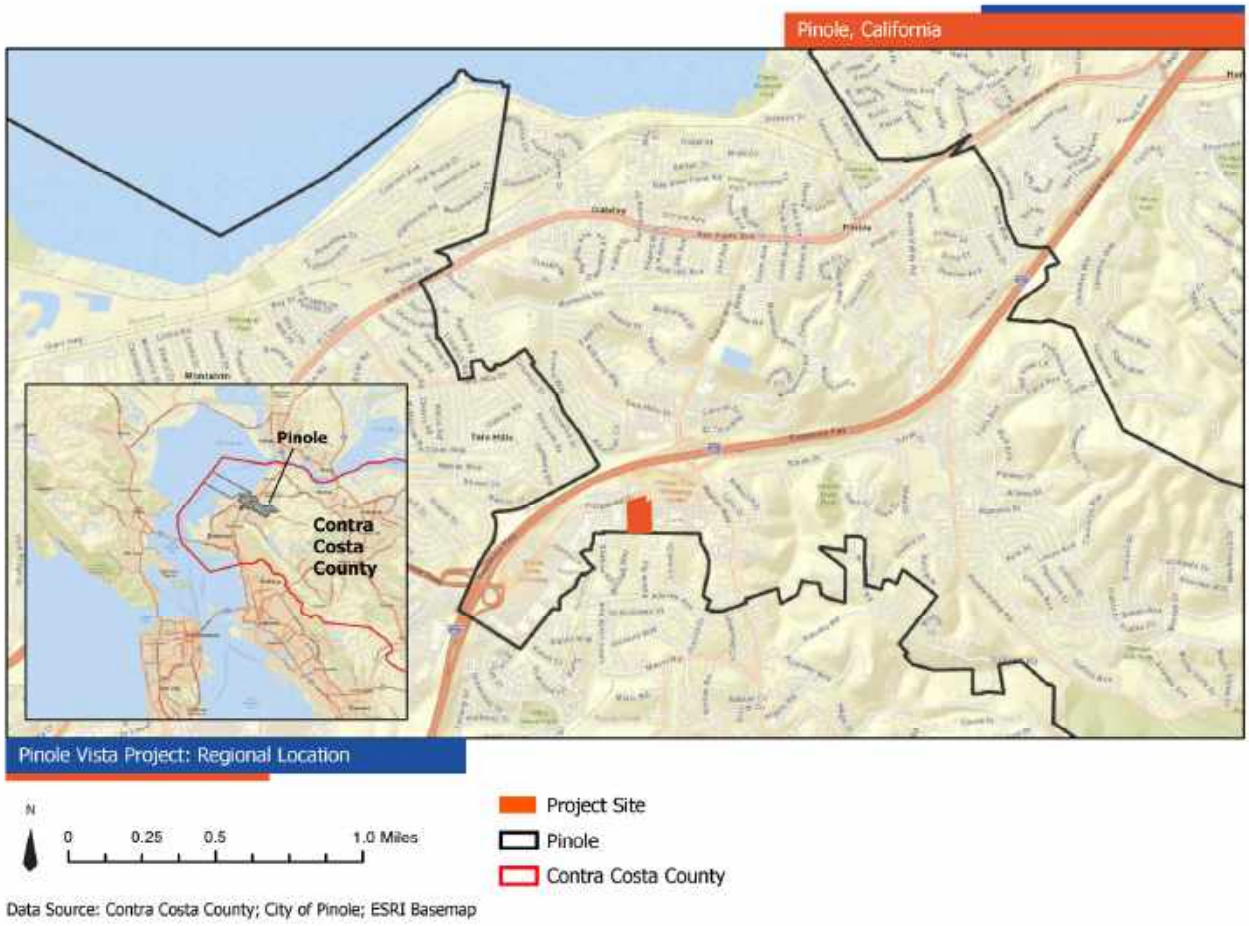

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Figure 2: Project Vicinity

Data Source: City of Pinole, Google Maps, ESRI Basemaps

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Figure 3: Land Use and Zoning Map

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Figure 4: Site Plan

Data Source: Site Plan prepared by Trachtenberg Architects, dated June 27, 2022

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3. APPLICABLE CEQA PROVISIONS AND FINDINGS

The following discussion presents the relevant provisions of CEQA to which the proposed Pinole Vista Project complies. It provides an overview of the Community Plan Exemption, determination of consistency with the City's program level EIR for the General Plan and Specific Plan, and the 2010 FEIR. A description of how the Pinole Vista Project complies with each provision is presented below. Finally, this section concludes with the CEQA finding and determination that the project is exempt from further environmental review.

3.1. GENERAL PLAN, SPECIFIC PLAN, AND EIR

The City of Pinole General Plan serves as the document that guides future development citywide that expresses the community's development goals and public policies relative to land uses. The update of the General Plan was adopted in 2010. The Three Corridors Specific Plan was developed concurrently with the General Plan update to guide development in defined sub-areas of the General Plan to focus development on unique characteristics of these areas. The purpose of the Specific Plan is to focus revitalization along the three corridors: San Pablo Avenue, Pinole Valley Road, and Appian Way.

The General Plan EIR (2010 FEIR) assesses potentially significant environmental impacts associated with implementation of the General Plan and the Three Corridors Specific Plan. The 2010 FEIR provides the public, responsible agencies, and decision makers with information about the probable environmental effects of adoption and implementation of the General Plan Update, Three Corridors Specific Plan, and associated Zoning Code Updates. The 2010 FEIR serves as a programmatic document that is intended to be used to evaluate subsequent projects and activities within the planning area. The findings of the 2010 FEIR are presented below in Section 4 for each environmental category.

3.2. CONSISTENCY WITH PROGRAM EIR (CEQA GUIDELINES SECTION 15168)

The City of Pinole certified a program level EIR, the 2010 FEIR, which includes an analysis of the development potential anticipated by land use designation, policies and programs contained in the General Plan and the Three Corridors Specific Plan. The 2010 FEIR provides for streamlining and/or tiering opportunities under CEQA Guidelines Section 15168. CEQA Guidelines 15168(c) states that "later activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared."

APPLICABILITY OF THE PROJECT TO 15168

The proposed Pinole Vista Project is a "later activity" of the program EIR. Section 4 of this CEQA Analysis provides an assessment of the Project's environmental impacts relative to what was analyzed in the 2010 FEIR. As described in Section 4, the Project does not result in environmental effects that were not previously examined. As such, pursuant to CEQA Guidelines Section 15162 and 15163, no subsequent or supplemental EIR is required. In accordance with CEQA Guidelines Section 15168(c)(2), the City can "approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required."

CEQA Guidelines 15168(c)(3) provide that "an agency shall incorporate all feasible mitigation measures and alternatives developed in the program EIR into later activities in the program." Section 6 of this CEQA analysis identifies the relevant environmental conditions of approval that will be required of the proposed Project to demonstrate compliance with mitigation measures set forth in the program level EIR, and policies, programs and goals of the Three Corridors Specific Plan and General Plan.

As described below in Section 4, for each environmental resource topic in the Environmental Checklist, with implementation of mitigation measures, the proposed project would not result in significant impacts beyond those analyzed in the program level EIR. In addition, the project is subject to the payment of Development Impact Fees, which are collected to offset the incremental increase in demands for public services and infrastructure from implementation of the General Plan and Specific Plan.

3.3. GENERAL PLAN/COMMUNITY PLAN EXEMPTION (CEQA GUIDELINES SECTION 15183)

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan, or general plan policies for which an EIR was certified.

Section 15183 (a) "mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies."

Section 15183(b) specifies that "in approving a project meeting the requirements of Section 15183, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

1) Are peculiar to the project or the parcel on which the project would be located;
2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent;
3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or
4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR."

Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

Section 15183(d) further states that the streamlining provisions of this section "shall apply only to projects that meet the following conditions:

(1) the project is consistent with a community plan adopted as part of a general plan, a zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or a general plan of a local agency; and

(2) an EIR was certified by the lead agency for the zoning action, the community plan, or the general plan."

APPLICABILITY OF THE PROJECT TO 15183

The proposed Pinole Vista Project is consistent with the General Plan land use designation and zoning for the site, as outlined below, and meets the streamlining provisions under CEQA Guidelines Section 15183(d)(1):

(d)(1)(A) The project is consistent with a community plan adopted as part of a general plan.

The City of Pinole General Plan and Three Corridors Specific Plan were approved and the EIR (SCH Number 2009022057) was certified on October 20, 2010, by Resolution Number 2010-88. The Project is located on a site with the Commercial Mixed-Use (CMU) designation within the Service Subarea (SSA) in the Appian Way Corridor. The Service Sub-Area serves as the gateway to the Specific Plan Area. The Specific Plan intends for the Service Sub-Area to capitalize on its reputation as a regional shopping center and continue to serve as a local service center to provide services to residents of Pinole and neighboring communities while creating the potential for future housing opportunity through mixed use development with a variety of housing densities.

The Project is not required to provide 51% square footage for commercial uses because the elimination of the commercial requirement is a concession, pursuant to state density bonus law, to allow for actual and identifiable cost reductions. In that the Project relies upon the density bonus provision in state law to deviate from the community benefits requirement, by providing a portion the units at the low and very low affordability level, the Project is consistent with the Specific Plan sub-area and zoning designation, even though it does not include a commercial component.

The proposed Pinole Vista Project is consistent with the following Three Corridors Specific Plan land use policies related to the Appian Way Corridor:

- Land Use Policy 1. Provide for a variety of housing types throughout the plan areas.
- Land Use Policy 3. Provide affordable housing within the plan areas consistent with the City's General Plan.
- Land Use Policy 6. Actively promote the "revitalization" of underutilized land.

(d)(1)(B) The project is consistent with a zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development.

The Project is subject to and consistent with the applicable development standards and zoning requirements within the Three Corridors Specific Plan and the Pinole zoning code (Title 17 of the Pinole Municipal Code). Where there is a conflict between the Specific Plan and the zoning code, the Specific Plan takes precedence.

The General Plan and Specific Plan have assumed a total maximum development potential of 1,076 net dwelling units within the Specific Plan area, of which 633 net units are within the Appian Way Corridor. In April of 2022, the Planning Commission approved a residential development application for 2151 Appian Way, which provides for the development of 154 residential units. The Appian Way Corridor has not otherwise experienced significant new housing development since certification of the 2010 FEIR.

The Pinole Vista Project is located on a site designated as Commercial Mixed Use (CMU). In this zone, the housing density is noted as 20.1 to 35.0 dwelling units per acre in the Specific Plan. The Project proposes a housing density of 37.61 dwelling units per acre (223 units over 5.93 acres). The Project is eligible for a by-right increase in the density above what is allowed in the CMU zone through the State density bonus provisions (Government Code Section 65915), which provides for a 25% density bonus over the base density of 30% (178 units). The Project applies the 25% density bonus (30 units) to increase the number of allowable units from 178 units to 223 units.

Through the provision of the Sate density bonus law (Government Code Section 65915), the Project is eligible for certain incentives/concessions and waivers of development standards. The State density bonus law allows for one incentive/concession for a project that provides 7% of the base units for Very Low Income (VLI) households (GC Section 65915(d)(C)(2)(A)). The concession requested by the applicant is to eliminate the CMU requirement that 51% of the site be developed with commercial uses, and instead allow for a 100% residential development. Therefore, the Project is consistent with the projected development under the General Plan and Specific Plan and the provisions of the State density bonus law.

(d)(1)(C) The project is consistent with the City of Pinole General Plan.

The Project site is designated Service Sub-Area (SSA) on the City's General Plan Land Use map. The SSA is intended to maintain and enhance existing land uses while providing land use flexibility and incentives to encourage new private investment and development. Multi-family residential use is identified as a permitted use in the SSA. The Project, which proposes a density of 37.61 dwelling units per acre is consistent with the General Plan in that it provides the development of apartments in a location designated for densities in the range of 10.1 to 50.0 dwelling units per acre, in the General Plan. The proposed development is consistent with projected development in the City of Pinole General Plan and 2010 FEIR, which assumed approximately 1,306 additional housing units (approximately 1,076 of which would be accommodated within the Specific Plan area).

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The proposed Project is consistent with the following General Plan policies:

- Policy LU.1.1. Increase land use diversity along the San Pablo Avenue, Pinole Valley Road and Appian Way corridors; reduce residential density on large land holdings designated for Rural land use; and maintain other land use designations for a variety of residential, commercial, light industrial, recreational, open space and public purposes which (1) protect environmental resources; (2) provide a mix of housing types, densities and tenure; (3) ensure that a variety of commercial and industrial goods, services and employment opportunities are available; and (4) offer a range of recreational and public facilities to meet the needs of residents.

- 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.

- Policy LU.7.3. Continue to strive for a balance between the number of jobs in the Pinole Planning Area and the number of housing units available for workers by encouraging and supporting policies and programs, mixed-use projects which provide both housing and employment opportunities, and the development of affordable housing.

- Policy H.4.1. Provide a choice of housing. Provide a mix of sizes and housing types to meet the needs of Pinole's diverse population. Specific examples include traditional single-family homes, second units, mixed use developments, infill development, accessible housing, and transitional and emergency housing. Opportunities must be available for lower, moderate, and above-moderate income households reflecting available job opportunities in close proximity to Pinole. Available housing choices should also strive to minimize transportation needs.

- Policy H.4.2. Provide equal housing opportunities. Encourage the provision of adequate housing for all persons regardless of income, age, sex, race, or ethnic background, consistent with the Fair Housing Act.

- Policy H.4.4. Support the development of affordable housing. Maintain appropriate land use regulations and other development tools to encourage development of affordable housing opportunities throughout the City.

3.4. CONSISTENCY WITH THREE CORRIDORS SPECIFIC PLAN (SECTION 65457)

California Government Code Section 65457(a) provides an exemption from further environmental review for residential development projects that are consistent with a Specific Plan for which an EIR was certified after January 1, 1980. This exemption does not apply if any of the events identified in Section 21166 of Public Resources Code have occurred, unless a supplemental EIR is prepared.

APPLICABILITY OF THE PROJECT TO 65457(a)

As described above, the Pinole Vista Project is consistent with the Specific Plan for which an EIR was certified in 2010, with concessions as granted under State Density Bonus Law. As presented herein, the 2010 FEIR remains relevant and none of the events identified in Section 21166 of the California Public Resources Code have occurred that require preparation of a supplemental EIR. Therefore, the Project is exempt pursuant to California Government Code Section 65457(a).

(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

The proposed Project is consistent with the development intensity analyzed in the 2010 FEIR. There are no substantial changes to the project that require major revisions of the 2010 FEIR.

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(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

Development within the Three Corridors Specific Plan area has built out in a manner consistent with what was analyzed in the 2010 FEIR including planned development, redevelopment, infrastructure, and transportation improvements. There are no substantial changes to the circumstances under which the project is being undertaken that require major revisions of the 2010 FEIR.

(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

There is no new information that would substantially alter the conclusions of the 2010 FEIR. The analysis of the 2010 FEIR remains applicable to the Pinole Vista Project.

3.5. CEQA DETERMINATION AND SUMMARY OF FINDINGS

As summarized above and presented herein, the proposed Pinole Vista Project is eligible for the following CEQA exemptions:

Consistency with Program EIR. The City of Pinole 2010 FEIR provides for streamlining and/or tiering provisions under CEQA Guidelines Section 15168. This CEQA Analysis demonstrates that the Project would not result in substantial changes or involve new information that would warrant preparation of a subsequent EIR because the level of development proposed is within the development assumptions analyzed in the program level EIR (2010 FEIR). No further environmental review is required.

Community Plan Exemption. Streamlined environmental review per Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the General Plan and will not result in significant environmental impacts that were not previously identified as significant project-level, cumulative or offsite effects in the 2010 FEIR. The Project is exempt from further CEQA review, since it is consistent with the General Plan.

Specific Plan Consistency 65457(a). Pursuant to Government Code Section 65457(a), once an EIR has been certified and a Specific Plan adopted, any residential development project, that is undertaken to implement and is consistent with the Specific Plan, is exempt from additional CEQA review. The Project is consistent with the adopted Three Corridors Specific Plan for which an EIR was certified in 2010 and qualifies for this exemption.

Findings Summary

As described herein, the proposed Project is within the scope of development projected under the General Plan and Three Corridors Specific Plan, for which an EIR was certified in 2010. The proposed Pinole Vista Project will implement applicable mitigation measures identified in the 2010 FEIR. In addition, the Project would be required to comply with applicable conditions of approval and subject to uniformly applied development standards. With implementation of required mitigation measures and conditions of approval, the Project would not result in a substantial increase in the severity or significant impacts that were previously identified in the program level EIRs, nor would the Project introduce any new significant impacts that were not previously identified. Therefore, there would be no additional environmental impacts beyond those analyzed in the 2010 FEIR.

Each of the above findings provides for a separate and independent basis for CEQA compliance. We do hereby certify that the above determination has been made pursuant to State and Local requirements.

_____ _____

Signature: City of Pinole **Date**

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3.6. ENVIRONMENTAL CONDITIONS OF APPROVAL

The Project shall incorporate all feasible mitigation measures set forth in findings of fact for prior applicable Environmental Impact Reports (EIR). The following EIRs have been determined by the City to be applicable to the Project:

- City of Pinole General Plan EIR (SCH Number 2009022057)

In each impact section of the Evaluation of Environmental Impacts, applicable mitigation measures from the findings of fact for the certified EIR are identified. Section 6 of this CEQA Analysis identifies relevant conditions of approval for the Project derived from mitigation measures, policies and implementing programs established in the City's General Plan and Three Corridors Specific Plan and the certified 2010 FEIR.

The Pinole Vista Project applicant has reviewed all conditions of approval and as signed below is committed to implementing all environmental conditionals of approval as part of the Project.

_____ _____

Signature: Project Applicant **Date**

4. EVALUATION OF ENVIRONMENTAL EFFECTS

This section examines the Project's potential environmental effects within the parameters outlined in CEQA Guidelines Section 15183(b). The "Prior EIRs" (as defined in CEQA Guidelines Section 15183(b)(3)) is the City of Pinole General Plan EIR (2010 FEIR), inclusive of all impact determinations, significance thresholds and mitigation measures identified therein.

Th evaluation builds from the Appendix G Environmental Checklist and has been modified to reflect the parameters outlined in CEQA Guidelines Section 15183(b). The checkboxes in the evaluation below indicate whether the proposed project would result in environmental impacts, as follows:

- **New Significant Impact –** The proposed Project would result in a new significant impact that was not previously identified in the 2010 FEIR.
- **Substantial Increase in Severity of Previously Identified Significant Impact in GP EIR –** The proposed Project's specific impact would be substantially greater than the specific impact described in the 2010 FEIR.
- **Substantial Change Relative to GP EIR –** The proposed Project would involve a substantial change from analysis conducted in the 2010 FEIR.
- **Equal or Less Severity of Impact than Previously Identified in GP EIR –** The severity of the specific impact of the proposed Project would be the same as or less than the severity of the specific impact described in the 2010 FEIR.

Where the severity of the impacts of the proposed Project would be the same as or less than the severity of the impacts described in the 2010 FEIR, the checkbox for Equal or Less Severity of Impact Previously Identified in FEIR is checked. Where the checkbox for Substantial Increase in Severity of Previously Identified Significant Impact in FEIR or New Significant Impact is checked, there are significant impacts that are:

- Peculiar to project or project site (CEQA Guidelines Section 15183[b][3]);
- Not analyzed as significant impacts in the previous EIRs, including off-site and cumulative impacts (CEQA Guidelines Section 15183[b][2]);
- Due to substantial changes in the project (CEQA Guidelines Section 15162[a][1]);
- Due to substantial changes in circumstances under which the project will be undertaken (CEQA Guidelines Section 15162[a][2]); or
- Due to substantial new information not known at the time the EIRs were certified (CEQA Guidelines Sections 15162[a][3] and 15183[b][4]).

As described herein, the proposed Project will be required to comply with all applicable mitigation measures identified in the 2010 FEIR.

This evaluation hereby incorporates by reference the 2010 FEIR discussion and analysis of all environmental topics. The 2010 FEIR significance thresholds have been consolidated and abbreviated in this Checklist; a complete list of the significance thresholds can be found in the 2010 FEIR.

The 2010 FEIR is a program level documents that consider the combined effects of implementing several related projects. As such, the analyses presented in the 2010 FEIR represents a cumulative analysis of environmental impacts that may occur from buildout of the Specific Plan and the General Plan.

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4.1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
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?	☐	☐	☒	☐

Sources: City of Pinole General Plan and EIR; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated potential impacts to aesthetics in Chapter 4.11 including the Three Corridors Specific Plan area and determined the following:

- Impact 4.11.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would encourage new development and redevelopment activities that could potentially degrade existing scenic vistas. This impact is considered less than significant.

- Impact 4.11.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in the alteration of visual character. This is considered a less than significant impact.

- Impact 4.11.3- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in the intensification of land uses within the GPU Planning Area, which has the potential to create new sources of daytime glare and nighttime illumination. This impact is considered a less than significant.

- Impact 4.11.4- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), along with foreseeable development in the region, would not result in the significant conversion of the city's visual character. This is considered a less than cumulatively considerable impact.

The 2010 FEIR determined that implementation would result in less than significant impacts regarding degradation of existing scenic vistas, alteration of visual character, and light and glare. No mitigation measures were required for the determination of less than significant impacts.

Project Consistency with the 2010 FEIR

4.1(a) (Scenic Vistas) No Change Relative to the 2010 FEIR: The 2010 FEIR determined that there are no designated scenic vistas within the city. Although the City contains scenic views of the San Pablo Bay and the surrounding cities that can be seen from the City's ridgelines, these views were not considered scenic vistas and the 2010 FEIR determined impacts to scenic vistas as less than significant.

The Pinole Vista Project will introduce a new five story building on a site surrounded by established urban development and currently occupied by a big box store, formerly occupied by K-Mart, and large parking lots. Given the site location within an urbanized area with no scenic vistas, the proposed project will result in no changes to impacts relative to the 2010 FEIR.

Although 36 trees are proposed to be removed from the project site, up to 183 new trees will be introduced, for a net increase of 154 trees. New trees and landscaping will provide a visual screening and softening to the existing condition, which is dominated by big box retail buildings and expansive hardscape parking lots. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.1(b) (Scenic Highways) No Change Relative to the 2010 FEIR: The 2010 FEIR determined that there are no officially designated state scenic highways or highways eligible for a designation by the California Department of Transportation Scenic Highways Program within the City. Accordingly, the Project will have no impact on scenic resources within a state scenic highway.

4.1(c) (Scenic Quality) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined that implementation of the General Plan and Specific Plan could result in alteration to the visual setting and those impacts would be less than significant. The Project is consistent with the intent of the General Plan to promote infill development in the primary transportation corridors, as it is located within the Appian Way Corridor and within a Priority Development Area.

The 2010 FEIR indicated that development consistent with the Zoning Code and General Plan policies would protect the visual character of the City. The Project is compatible with General Plan Policy CC.1.1 in that the Project exhibits pedestrian orientation, and interconnectivity of circulation via the provision of sidewalks throughout the development that connect to the sidewalks along Fitzgerald Drive and also provides a connection to the businesses in the Pinole Vista Shopping Center. The Project is also subject to the City's Design Review process and evaluation relative to the quality of site design, architecture, and planning. The Project has been evaluated by the City for these elements and found to be consistent with the applicable Design Guidelines as follows:

- The site design is pedestrian-oriented providing sidewalks around the entire periphery of the proposed building and at the site frontage.
- The proposed building incorporates entryways via courtyards and four-sided architecture with eyes towards the site margins and access aisles.
- The new building maintains the same back and development footprint as the existing building to be demolished.
- The Project retains the existing access driveways off of Fitzgerald Drive.
- The proposed architecture exhibits a defined style and is expressed on all elevations of the building.
- The building exhibit varied and well-articulated wall planes, rooflines, and building form.
- Architectural details include fenestration, recessed planes, and maximizes windows facing access driveways, Fitzgerald Drive, and the internal courtyards.

The 2010 FEIR identified significant existing visual features as historic buildings, structures, landmarks, and monuments. The Project includes demolition of the existing, vacant building on site. This "big box" building was constructed in 1981 along with multiple other commercial buildings associated with the Pinole Vista Shopping Center. Based on analysis incorporated in the Archeological Survey Report (**Appendix C**) prepared for the

project, the existing building on the Project site is not a historic resource. Therefore, demolition of the existing building will not be detrimental to the scenic quality due to removal of a significant visual feature.

The proposed Project is consistent with the intent of the General Plan and Three Corridors Specific Plan by introducing high density residential development on an underused site within the Priority Development Area of Appian Way. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.1(d) (Lighting and Glare) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined that intensification of land uses may create new sources of light and glare. Application of lighting rules and regulations, including the Zoning Code, was identified as a means to minimize impacts. The proposed lighting would be in conformance with the City's Zoning Code as a standard condition of Design Review approval, including Chapter 17.46, which governs installation and operation of lighting fixtures. Among the standards for lighting is the requirement for full downward shielding in order to reduce light and glare impacts to adjoining properties and public rights-of-way. Compliance with lighting standards, in accordance with Action CC.2.3.4, has been imposed under environmental condition of approval AES-1. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

There are no applicable 2010 FEIR mitigation measures to this Project.

Conclusion and Environmental Conditions of Approval

The Project would not result in any substantial new or more severe impacts to aesthetics relative to what was identified in the 2010 FEIR. The Project would be required to comply with City of Pinole regulations that implement General Plan policies, including Zoning Code standards captured in the following environmental condition of approval:

AES-1: The applicant shall ensure, and the City shall verify that the final lighting plan incorporates applicable requirements set forth in Chapter 17.46 of the Pinole Municipal Code, including that all outdoor lighting fixtures be designed, shielded, aimed, located, and maintained to shield adjacent properties and to not provide glare onto adjacent properties or roadways.

4.2. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
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?	☐	☐	☐	☒

Sources: City of Pinole General Plan/Specific Plan and EIR; and California Department of Conservation Farmland Mapping and Monitoring.

General Plan and Specific Plan EIR Findings

The 2010 FEIR determined under Chapter 1.7 that implementation of the General Plan/Specific Plan would not result in any potentially significant impacts to agricultural land because the city has been largely built out and does not have agricultural operations. Similarly, the City of Pinole lacks forestland and timberland production.

Project Consistency with the 2010 FEIR

4.2(a-e) (Farmland, Agricultural Land, Forest Land) No Change Relative to the 2010 FEIR: The 2010 FEIR determined that buildout will not impact agricultural land. The Project site is a developed site with an existing building, paved access, and parking area. It does not contain farmland or forest land pursuant to Section 12220(g) of the Public Resources Code. As the Project is within the scope of development projected under the General Plan/Specific Plan and the 2010 FEIR, and located on a site designated to support residential uses, there would be no impact to farmland, agricultural land or forestland. Therefore, relative to the 2010 FEIR there would be no changes in impacts due to the proposed project.

Applicable 2010 FEIR Mitigation Measures

There are no applicable 2010 FEIR mitigation measures to this Project.

Conclusion

The Project would not result in any new or more severe impacts to agricultural and forestry resources relative to what was identified in the 2010 FEIR. The Project consists of development within an urban context that would not impact agricultural or forestland resources and is consistent with the City's General Plan and Three Corridors Specific Plan.

4.3. AIR QUALITY

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
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) Exposure of sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Sources: City of Pinole General Plan/Specific Plan and EIR; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022; BAAQMD 2017 Bay Area Clean Air Plan; BAAQMD CEQA Guidelines May 2017; BAAQMD Recommended Methods for Screening and Modeling Local Risks and Hazards, prepared by the BAAQMD, May 2011; and Air Quality and Greenhouse Gas Assessment, prepared by Illingworth & Rodkin, Inc., October 25, 2021.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated potential impacts to air quality in Chapter 4.3 including the Three Corridors Specific Plan area and determined the following:

- Impact 4.3.1- Subsequent land use activities associated with implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in increased population and vehicle miles traveled that would exceed assumptions used to create the BAAQMD's Clean Air Plan. Although the GP EIR identified policies that would help reduce the effect of impacts, the impact would be significant and unavoidable, and there are no available mitigation measures. Resolution 2010-88 adopted a statement of overriding consideration for this significant and unavoidable impact citing a sustainability benefit with the following rationale: "Locating residential projects along commercial corridors allows for greater access to commerce, employment opportunities, and transit which reduces vehicle trips and increases the sustainability of the community."

- Impact 4.3.2- Subsequent land use activities associated with implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in short-term construction emissions that could violate or substantially contribute to violations of federal and state ambient air quality standards. Implementation of mitigation measure 4.3.2, requiring the use of BAAQMD best management practices for construction emissions, would reduce impacts to less than significant.

- Impact 4.3.3- Subsequent land use activities associated with implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in long-term, operational emissions that could violate or substantially contribute to violations of federal and state ambient air quality standards. Impacts were determined to be significant and unavoidable, and there are no available mitigation measures. A statement of overriding consideration was adopted with certification of the 2010 FEIR by resolution 2010-88 citing a sustainability benefit.

- Impact 4.3.4- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in increased population and employment that would result in level of service operations that would be inconsistent with the region's congestion management Program. Implementation of mitigation measure 4.4.2, for the City to work with county transportation agencies, would reduce impacts to less than significant impacts. The Project is consistent with development assumptions within the General Plan and results in no new significant or more severe impact relative to the 2010 FEIR.

- Impact 4.3.5- Subsequent land use activities associated with implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in projects that would include sources of toxic air contaminants which could affect surrounding land use. Subsequent land use activities could also place sensitive land uses near existing sources of toxic air contaminants. These factors could result in the exposure of sensitive receptors to substantial concentrations of toxic air contaminants and/or fine particulate matter. General Plan policies that would reduce impacts include Policy SE.7.1, SE.7.9 and LU.3.3. Impacts were determined to be significant and unavoidable, and there are no available mitigation measures. A statement of overriding consideration was adopted with certification of the 2010 FEIR by resolution 2010-88 citing a sustainability benefit.

- Impact 4.3.6- Subsequent land use activities associated with implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could include sources that could create objectionable odors affecting a substantial number of people or expose new residents to existing sources of odor. Mitigation measure 4.3.6a and 4.3.6b, which includes compliance with BAAQMD best management practices, would reduce impacts to less than significant.

- Impact 4.3.7- The General Plan EIR determined that implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), in combination with cumulative development in the SFBAAB, would result in a cumulatively considerable net increase of ozone and coarse and fine particulate matter. Impacts were determined to be cumulatively considerable, and there are no available mitigation measures. A statement of overriding consideration was adopted with certification of the 2010 FEIR.

Implementation of the General Plan and Specific Plan would result in potentially significant air quality impacts. Mitigation measures from the 2010 FEIR would reduce the effect of impacts, however not all impacts may be reduced to less than significant levels. A statement of overriding consideration was adopted with certification of the 2010 FEIR.

Project Consistency with the 2010 FEIR

4.3(a) (Conflict with Plan) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR found that build out of the General Plan would result in significant and unavoidable impacts on air quality, and a statement of overriding considerations was adopted. The General Plan determined that impacts resulting from the increased population and vehicle miles traveled would exceed assumptions used to create the 2010 BAAQMD Clean Air Plan. As it relates to the General Plan and Specific Plan, the development proposed by the Pinole Vista Project is within the development projections of the 2010 FEIR and would not create new impacts, more significant impacts, or a substantial change from the 2010 FEIR.

In the 2017 BAAQMD CEQA Air Quality Guidelines, the BAAQMD established thresholds of significance for construction and operation for emission levels that may be considered potentially significant impacts. Project-specific analysis of air pollutant emissions, (**Appendix A**), quantifies emission from short-term construction-related activities (e.g., construction equipment emissions, soil disturbance, transport of materials and worker trips) and long-term operations (e.g., resident and visitor vehicle use and area sources from use of natural gas, consumer products, and landscaping maintenance equipment). Air quality emissions generated by the Project would not exceed BAAQMD significance thresholds during construction or at operation, as shown in Tables AQ-1 and AQ-2 below.

Table AQ-1. Construction Period Emissions

Year	Annualized Daily Construction Emission (pounds/day)			
	ROG (Reactive Organic Gases)	NO_X (Nitrogen Oxides)	PM10 (particulate matter- 10 microns) (Exhaust)	PM2.5 (particulate matter-2.5 microns) (Exhaust)
2022	1.00	5.47	0.30	0.21
2023	9.53	2.55	0.18	0.10
2024	8.71	2.21	0.17	0.08
BAAQMD Thresholds (pounds/day)?	54	54	82	54
Exceed Threshold	No	No	No	No

Sources: 2017 BAAQMD CEQA Air Quality Guidelines, Air Quality and Greenhouse Gas Analysis for the 1500 Fitzgerald Drive Project.

Table AQ-2. Operational Emissions

Scenario	Pollutant			
	ROG (Reactive Organic Gases	NO_X (Nitrogen Oxides)	PM10 (particulate matter-10 microns) (Exhaust)	PM2.5 (particulate matter-2.5 microns) (Exhaust)
2025 Project Operational Emissions (pounds/day)	11.30	3.56	5.09	1.37
2025 Reuse Site Operational Emissions (pounds/day)	8.99	3.89	5.53	1.42
BAAQMD Thresholds (pounds/day)	54	54	83	54
Exceeds Thresholds?	No	No	No	No

Sources: 2017 BAAQMD CEQA Air Quality Guidelines, Air Quality and Greenhouse Gas Analysis for the 1500 Fitzgerald Drive Project.

There would be temporary generation of fugitive dust in the form of PM10 and PM2.5 during construction activities, particularly during site preparation and grading. BAAQMD does not have a quantitative threshold of significance for fugitive dust. However, the 2017 BAAQMD CEQA Guidelines provide recommendations for best management practices to reduce emissions, including fugitive dust. Mitigation measure 4.3.2, set forth in the 2010 FEIR requires the use of BAAQMD-approved basic construction mitigation measures. The 2010 FEIR concluded that impacts from construction would be less than significant with implementation of mitigations. Best management practices from the latest BAAQMD CEQA Air Quality Guidelines are required to be implemented by the Project as imposed by condition of approval (COA) AQ-1, consistent with mitigation measure 4.3.2. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.3(b) (Increase Criteria Pollutants) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR identified a cumulatively considerable impact from the net increase of criteria pollutants citywide from buildout of the General Plan, and a statement of overriding considerations was adopted. The Project is consistent with the projected buildout of the General Plan. At the project-level, analysis of criteria pollutant emissions from development of the project, as described above in 4.3(a), determine that the Project would not exceed criteria pollutant thresholds during construction or at operation and impacts would be less than significant. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.3.(c) (Sensitive Receptors) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined impacts to sensitive receptors would be significant and unavoidable, and a statement of overriding consideration

was adopted. At the project-level, construction activities would result in short term emissions that could potentially impact nearby sensitive receptors including surrounded residential uses. During construction, onsite activities will result in airborne particles from site disturbance and construction equipment emissions (i.e., diesel particulate matter exhaust emissions from vehicles and heavy equipment operations). Health risks from diesel-exhaust emissions are connected to long-term exposure and the associated carcinogenic risk. For toxic air contaminants (TACs) and effects on sensitive groups, health risks are based on a 30-year exposure period in accordance with the Office of Environmental Health Hazard Assessment.

Based on the Air Quality Analysis conducted for the Project (**Appendix A**), it can be concluded that the Project's construction activities would not result in significant impacts with respect to health risks to sensitive receptors because they would not exceed the BAAQMD single or cumulative source thresholds. Additionally, implementation of the best management practices during construction (in accordance with mitigation measure 4.3.2) as specified in condition of approval (COA) AQ-1 would ensure that emissions are minimized.

The BAAQMD threshold for any single source of TACs is 10 in one million total cancer risk, 0.3 μg/m^3 for annual $PM_{2.5}$ and 1.0 for the hazard index. The analysis found that during construction the maximally exposed individual (infant) would experience a cancer risk of 1.65, an annual $PM_{2.5}$ of 0.01 μg/m^3, and a hazard index of <0.01, which is below the single source thresholds. As such, impacts from the Project construction activities would result in less than significant health risk to surrounding sensitive receptors.

The BAAQMD threshold for cumulative sources is 100 in one million total cancer risk, 0.8 μg/m^3 for annual $PM_{2.5}$ and 10.0 for the hazard index. The analysis found that including construction and other existing cumulative sources in the site vicinity (I-80, Fitzgerald Drive, Gas Station, and Generators), the maximally exposed individual (infant) would experience a cumulative cancer risk of 6.46, a cumulative annual $PM_{2.5}$ of 0.12 μg/m^3, and a cumulative hazard index of <0.04, which is below the cumulative source thresholds. As such, impacts from the Project construction activities, combined with other existing emitters in the vicinity would result in less than significant health risk to surrounding sensitive receptors. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

At operation, the Project would introduce new sensitive receptors (residents) to the area which contains several sources of TACs, namely vehicle traffic on Interstate 80 and Fitzgerald Drive, backup generators at the Target store and the West County Wastewater District, and at over 1000 feet away a 7-Eleven gas station. The Health Risk Analysis found that new residents introduced to the project site would experience the greatest single source from I-80 including a cancer risk of 6.35, an annual $PM_{2.5}$ of 0.23 μg/m^3, and a hazard index of <0.01, which is below the single source thresholds. New residents would experience a cumulative cancer risk of 9.65, a cumulative annual $PM_{2.5}$ of 0.44 μg/m^3, and a cumulative hazard index of <0.03, which is below the cumulative source thresholds. The health risks from the existing TAC sources upon the Project site would not exceed the BAAQMD single source or cumulative thresholds, and therefore new residents would not be exposed to excessive ambient air quality emissions and there would be no conflicts to public health and safety from project implementation.

4.3(d) (Odors) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined that impacts due to odors would be potentially significant and specified mitigation measure 4.3.6b to reduce such impacts to a less than significant level.

As a residential development, the Project does not involve operations that may generate substantial odors, such as manufacturing, refineries, landfills, or treatment uses. During construction, odors may be emitted from construction equipment and vehicles, but would be minimized through best management practices and impacts would be less than significant. As such the Project would not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Furthermore, the project would not result in a potential conflict due to introducing a residential use in an area with substantial ambient odors. Major sources of potential odors include wastewater treatment plants, wastewater pumping facilities, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical and fiberglass manufacturing, painting/coating operations, food processing facilities, and green waste and recycling operations. The Pinole/Hercules Water Pollution Control Plant is

located approximately two miles away and ambient odors are not detectable at the Project site. The 2010 FEIR identified that automotive body repair shops may be an additional source of odor within the city. A tire repair facility is located within the Pinole Vista Shopping Center approximately 250 feet from the Project, but the business does not offer auto body repair as a service.

The Project is located in a developed urban environment proximate to uses such as restaurants and stores that produce odors from food preparation, which are commonplace in urban settings and do not constitute a potential land use conflict. Additionally, ambient odors in the Project site vicinity would be minimized through the buildings HVAC filtration system, which pursuant to building code regulation is required to be equipped with MERV-13 filtration or better. Furthermore, COA AQ-2, is imposed in accordance with mitigation measure 4.3.6b, requiring ongoing maintenance of the filtration on HVAC systems, which would further minimize particulate matter and odors from nearby urban development and operations. Therefore, there would be no potential land use conflict due to siting new residents in an area with established urban uses that generate or emit commonplace odors.

2010 FEIR Mitigation Measures

The 2010 FEIR mitigation monitoring and reporting program outlines the following mitigation measures:

MM 4.3.2 The proposed General Plan Update shall include a policy that would require the use of BAAQMD-approved criteria air pollutant reducing Basic Construction Mitigation Measures to all future construction projects within the GPU Planning Area where feasible whether or not construction-related emissions exceed applicable Thresholds of Significance.

Status: Applicable. In accordance with this measure, the Project is subject to environmental condition of approval AQ-1.

MM 4.3.6a The proposed General Plan Update shall include an action item that shall require the city to update the Zoning Code to require the City to identify the location of existing odor sources in the city.

Status: Not applicable.

MM 4.3.6b The following policy shall be incorporated into the Sustainability Element of the General Plan: When new development that would be a source of odors is proposed near residences or sensitive receptors, either adequate buffer distances shall be provided (based on recommendations and requirements of the BAAQMD CEQA Air Quality Guidelines) or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels. Potential mitigation associated with this policy requirement will be coordinated with any required permit conditions from BAAQMD.

When new residential or other sensitive receptors are proposed near existing sources of odors, either adequate buffer distances shall be provided (based on recommendations and requirements of the BAAQMD CEQA Air Quality Guidelines) or filters or other equipment/solutions shall be provided to the source to reduce the potential exposure to acceptable levels.

Status: Applicable. The Project will introduce residents to an area in a shopping complex, in proximity to uses that emit particulate matter and odors. Accordingly, the Project is subject to environmental condition of approval AQ-2.

Conclusion and Environmental Conditions of Approval

The proposed Project is within the scope of development projected under the General Plan and Three Corridors Specific Plan, and there would be no additional impacts to air quality beyond those analyzed in the 2010 FEIR. The following environmental conditions of approval would apply to the Project to implement requirements of the 2010 FEIR mitigation measures.

AQ-1: During all construction activities including demolition and ground disturbance activities, on and offsite, the contractor shall implement the latest BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust as follows:

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 shall be covered.
3. All visible mud and 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 practicable. Building pads shall be laid as soon as practicable 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 mechanic and determined to be running in proper working condition prior to operation.
8. A publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints shall be posted on the project site prior to the initiation of construction activities. 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.

AQ-2: High-efficiency particulate filtration systems shall be installed in residential heating, ventilation, and air-conditioning (HVAC) systems for residences within the Project. An ongoing maintenance plan for the buildings' HVAC air filtration system shall be required and may include the following:

1. Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

4.4. BIOLOGICAL RESOURCES

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Sources: City of Pinole General Plan/Specific Plan and EIR; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022; Biological Constraints Assessment Memorandum, prepared by WRA Environmental Consultants, October 2021; and Tree Survey Report with Tree Preservation Plan, prepared by WRA Environmental Consultants, June 2022.

General Plan and Specific Plan EIR Findings

Biological resources are protected by federal and state statute including the Federal Endangered Species Act (FESA), the California Endangered Species Act (CESA), the Clean Water Act (CWA), and the Migratory Bird Treaty Act (MBTA) which affords protection to migratory bird species including birds of prey. These regulations provide the legal protection for identified plant and animal species of concern and their habitat.

The 2010 FEIR evaluated potential impacts to biological resources in Chapter 4.7 including the Three Corridors Specific Plan area and determined the following:

- Impact 4.7.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result direct and indirect loss of habitat and individuals of endangered, threatened, rare, proposed, and candidate plant and wildlife species, plant species

identified by the California Native Plant Society with a rating of List 1A or 1B (i.e., rare, threatened, or endangered plants) as well as animal and plant species of concern and other non-listed special status species. This would be a less than significant impact with identified policies including Policy OS.3.9.

- Impact 4.7.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in disturbance, degradation, and removal of riparian habitat, coastal oak woodland, and wetland habitats. This would be a potentially significant impact and reduced to less than significant with mitigation measures 4.7.2a and 4.7.2b.

- Impact 4.7.4- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could interfere substantially with the movement of native resident or migratory fish or wildlife species. This would be a less than significant impact with incorporation of General Plan policies and actions items.

- Impact 4.7.5- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any adopted biological resources recovery or conservation plan of any federal or state agency. Therefore, there is no impact.

- Impact 4.7.6- Implementation of the proposed General Plan and associated project components (Three Corridors Specific Plan, and Zoning Code Update), together with past, present, and probable future projects in the Planning Area and larger regional context, would result in a cumulatively significant loss of biological resources in the region. The project's incremental contribution to this significant cumulative impact is less than cumulatively considerable.

As shown on Figure 4.7-2 of the 2010 FEIR, the Project site and vicinity have the potential to support special-status animal species including the pallid bat, San Pablo song sparrow, monarch butterfly, and the Yellow-headed black bird. Based on the species descriptions presented on page 4.7.22 of the 2010 FEIR, neither the San Pablo song sparrow nor the yellow-headed black bird is expected to nest onsite since the site lacks salt marshes, tidal slews, and freshwater emergent wetlands.

Biological Assessment/ Tree Survey Report

A site-specific Biological Constraints Assessment Memorandum, dated October 26, 2021, was prepared by WRA Environmental Consultants for the subject property. This memorandum includes a characterization of the existing site conditions, a preliminary analysis of potential project impacts, and recommended avoidance and minimization measures. The assessment is based on a review of available literature and database from sources such as the California Natural Diversity Database records (CNDDB; CDFW 2021), U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation Species Lists (USFWS 2021), and California National Plant Society (CNPS) Inventory records (CNPS 2021a), and a reconnaissance-level site survey, conducted on September 15, 2021, to identify habitat types, including potential wetlands and waters of the U.S. and state, and to determine the potential for presence of special-status species on the site.

A site-specific Tree Survey Report (Arborist Report), dated June 14, 2022, was prepared by WRA Environmental Consultants for the subject property. This report identified 83 trees onsite, 25 of which are protected pursuant to the Pinole Municipal Code (PMC) Chapter 17.98, and 58 non-protected trees. The Project would require removal of 36 trees, including eight (8) protected trees, requiring a Tree Removal Permit. The protected trees proposed for removal are three Italian Stone Pines near the frontage of the Project site and five Coast Live Oaks at the rear on the wooded hillside.

The information presented in this section is based on the site-specific Biological Constraints Assessment Memorandum and the Tree Survey Report prepared for the Project, which are included in **Appendix B** and **Appendix B-1** of this document, respectively.

Project Consistency with the 2010 FEIR

4.4(a-b) (Special-Status Species and Sensitive Communities) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR concluded that implementation of the General Plan and Three Corridors Specific Plan could result in adverse effects, either directly or indirectly, on species listed as endangered, threatened, rare, proposed, and candidate plant and wildlife species as well as plant species identified by the CNPS with a rating of List 1A or 1B. The 2010 FEIR determined that impacts to biological resources would be less than significant with the implementation of mitigation measures and identified policies and actions.

The subject Project site is located within the Three Corridors Specific Plan Area considered as part of the 2010 FEIR, which is an area with a diversity of common and special status species primarily located along riparian corridors, undeveloped areas, and hillsides. Although the Project site is previously disturbed situated in an urban context with limited ability to support special status species, in accordance with mitigation measure 4.7.2b, a biological constraints analysis was conducted. The analysis concluded that there are no sensitive communities or habitats on site. One special status wildlife species, the white-tailed kite (*Elanus leucurus*) was determined to have moderate nesting potential in the larger trees located on the terraced slop in the southern portion of the site. The analysis further determined that nesting birds have the potential to nest in trees, shrubs, vegetation, and in man-made structures in the project area.

In accordance with the federal Migratory Bird Treaty Act (MBTA) and Section 3503 of the California Fish and Game Code, the biological evaluation recommends that preconstruction nesting bird surveys be conducted during the nesting season. This recommendation has been imposed on the project by environmental condition of approval (COA) BIO-1. As such, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact to biological resources relative to the 2010 FEIR.

4.4(c) (Adverse Effects to Jurisdictional Waters) No Change Relative to the 2010 FEIR: The 2010 FEIR determined that implementation of the General Plan and Three Corridors Specific Plan would result in disturbance, degradation, and removal of riparian habitat, coastal oak woodland, and wetland habitats and those impacts would be less than significant with mitigation measures 4.7.2a and 4.7.2b. No creeks or tributaries are located within 100-feet of the project site, and therefore the Project is not subject to mitigation measure 4.7.2a. In accordance with mitigation measure 4.7.2b, the Project site was subject to a biological resources evaluation, which did not identify any jurisdictional features onsite. As such, the Project would have no impacts to jurisdictional waters. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.4(d) (Adverse Effect on Wildlife Movement) No Change Relative to the 2010 FEIR: The 2010 FEIR determined that implementation of the General Plan and Three Corridors Specific Plan could interfere with movement of native resident or migratory fish or wildlife species and those impacts would be less than significant. Wildlife movement includes seasonal migration, long-term genetic flow, and daily movement within an animal's territory. Barriers to wildlife movement include large developments or major roadways. Movement to and from the subject property is restricted by established urban development surrounding the site, including Fitzgerald Drive to the north, commercial development to the west and east and residential development to the south. Therefore, the proposed development of the site will not result in a barrier to wildlife movement. Accordingly, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact to wildlife movement relative to the 2010 FEIR.

4.4(e) (Conflict with Local Ordinances) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined that the General Plan and Three Corridors Specific Plan will not result in a conflict with a local policy or ordinance protecting biological resources. Chapter 17.96 of the Zoning Code addresses tree removal and defines protected trees. In accordance with Action CC 2.2.1, a Tree Survey Report with a Tree Preservation Plan (**Appendix B-1**) was prepared for the Project. The Report included an inventory of 83 trees onsite, concluded that three of the 36 trees proposed for removal are considered protected by the City of Pinole, and presented a preservation plan for the trees to remain.

In accordance with Chapter 17.96, removal of protected trees requires a Protected Tree Removal Permit Application and compliance with conditions including planting trees onsite or the payment of an in-lieu fee as set forth in COA BIO-2 below. The project proposes to plant 183 new trees for a net increase on the site of 154 trees. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact due to a conflict with local ordinances to protect biological resources relative to the 2010 FEIR.

4.4(f) (Conflicts with Habitat Conservation Plans) No Change Relative to the 2010 FEIR: The 2010 FEIR determined that the Project would not conflict with the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved Conservation Plan and that there would be no impacts. There are no established habitat conservation plans applicable to the Project site. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

MM 4.7.2a Require a minimum 100-foot setback from the top of creek banks (Pinole Creek, Catty Creek, Duncan Canyon/Cole Creek, Shady Draw, Faria Creek, and Roble Creek) for development and associated above-ground infrastructure. Analyze the adequacy of a 100-foot setback as a part of project and environmental review and require a larger setback where necessary to mitigate project impacts.

Status: Not Applicable. The Project site is not located within 100-feet of a creek top of bank.

MM 4.7.2b The City shall require biological resources evaluation for discretionary projects in areas identified to contain or possibly contain plant and/or wildlife species designated by state and federal agencies as rare, threatened, or endangered. This evaluation shall be conducted prior to the authorization of any ground disturbance. For proposed projects in which plant and/or wildlife species designated by state and federal agencies as rare, threatened, or endangered are found, the City shall require feasible mitigation of impacts to those species that ensure that the project does not contribute to the decline of the affected species such that their decline would impact the viability of the species. Such mitigation measures may include providing and permanently maintaining similar quality and quantity of replacement habitat, enhancing existing habitat areas, or paying fees towards an approved habitat mitigation bank. Replacement habitat may occur either on-site or at approved off-site locations. Feasible mitigation shall be determined by the City after the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (now California Department of Fish and Wildlife) are provided an opportunity to comment. Mitigation shall emphasize a multi-species approach to the maximum extent feasible. This may include development or participation in a habitat conservation plan.

Status: Applicable. The Project has complied with this measure by conducting a biological evaluation incorporated in the Project's Biological Constraints Assessment Memorandum (**Appendix B**). Based on recommendations therein, the Project is subject to COA BIO-1 set forth below.

Conclusion and Environmental Conditions of Approval

The Project would not result in any new or more severe impacts to biological resources relative to what was identified the 2010 FEIR. The Project has complied with mitigation measure 4.7.2b through the preparation of a project-specific Biological Resources Assessment, and with Action CC 2.2.1, through the preparation of an Arborist Report. The following COAs are based on the recommendations of the site specific reports.

BIO-1: To avoid and minimize potential impacts to nesting birds including passerines and raptors, the following measures shall be implemented:

1. Grading or removal of potentially occupied habitat should be conducted outside the nesting season, which occurs between approximately February 1 and August 31.
2. If grading between August 31 and February 1 is infeasible and groundbreaking must occur within the nesting season, a pre-construction nesting bird survey (migratory species, passerines, and raptors) of the potentially occupied habitat (trees, shrubs, grassland) shall be performed by a qualified biologist within 7 days of groundbreaking. If no nesting birds

are observed no further action is required and grading shall occur within one week of the survey to prevent “take” of individual birds that could begin nesting after the survey.

3. If active bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the occupied habitat until the young have fledged, as determined by a qualified biologist.
4. The radius of the required buffer zone can vary depending on the species, (i.e., 75-100 feet for passerines and 200-500 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified biologist in consultation with CDFW.
5. To delineate the buffer zone around the occupied habitat, construction fencing shall be placed at the specified radius from the nest within which no machinery or workers shall intrude.
6. Biological monitoring of active nests shall be conducted by a qualified biologist to ensure that nests are not disturbed and that buffers are appropriate adjusted by a qualified biologist as needed to avoid disturbance.
7. No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1 unless it is determined by a qualified ornithologist/biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones, or that the nesting cycle is otherwise completed.

BIO-2: Prior to any tree removal or alteration, the applicant shall obtain approval from the City of Pinole to implement a plan for tree preservation and replacement in accordance with the City’s Tree Removal Permit. Replacement of protected trees onsite shall either consist of planting or replacement trees onsite as part of the development over and above the landscaping that would otherwise be required at a value equal to the value of the protected trees that will be removed, or through the payment of an in-lieu fee to the City in an amount equal to the value of the protected trees that will be removed.

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4.5. CULTURAL RESOURCES

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Sources: City of Pinole General Plan/Specific Plan and EIR; Archaeological Survey Report, prepared by ALTA Archaeological Consulting, October 2021.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated potential impacts to cultural resources in Chapter 4.10 including the Three Corridors Specific Plan area and determined the following:

- Over 40 archaeological and historical investigations, covering approximately 60% of the Pinole General Plan Update Planning Area have been conducted.
- Impact 4.10.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in the potential disturbance of cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) and human remains. This would be a potentially significant impact and reduced to less than significant with mitigation measures 4.10.1a through c.
- Impact 4.10.3- Adoption of the proposed project along with foreseeable development in the region could result in the disturbance of cultural resources and human remains. This contribution is considered cumulatively considerable and would be reduced to less than significant levels with mitigation measures 4.10.1a through c.

Archaeological Assessment

Consistent with mitigation measure 4.10.1a set forth in the 2010 FEIR, an archaeological assessment was completed for the Project site (**Appendix C**), Based on archival research and an archaeological field survey conducted on October 8, 2021, the report did not identify any cultural resources onsite or in the site vicinity.

Historic Evaluation

Consistent with mitigation measure 4.10.1a set forth in the 2010 FEIR, the archaeological survey report prepared for the Project, includes a review of historic registers and inventories, which indicated that no historical landmarks, and points of interest are present within or in the vicinity of the Project site. An evaluation of the existing vacant building (formerly K-Mart) on site determined that it is not eligible for listing as a historical resource, pursuant to CEQA.

Project Consistency with the 2010 FEIR

4.5(a) (Historic Resources) No Change Relative to the 2010 FEIR: The 2010 FEIR concluded that compliance with mitigation measure 4.10.1a and General Plan Action CC.4.2.4, would ensure that subsequent development projects result in less than significant impacts to historical resources. The Project site is currently developed with a vacant, "big box" building, (formerly a K-Mart store), which will be demolished to develop the Project. This building was constructed in 1981 along with multiple other commercial buildings associated with the Pinole Vista Shopping Center. Given the relative recency of the construction of the existing building on the Project site and the ubiquity of this type of commercial shopping centers in California from this time period, the building itself is not associated with a unique pattern of history significant to the cultural heritage of Pinole, California, or the United States. Additionally, the building is not associated with significant local, state, or national persons. Furthermore, the building does not demonstrate aesthetic qualities that speak to an investment of artistic consideration in its design. As such, the existing, vacant, building on the Project site is not considered eligible as a historical resource. Accordingly, it proposed demolition will have no impact to historic resources. Therefore, no new significant impacts or substantial increase in the severity of previously identified impacts, due to a substantial adverse change in the significance of a historical resource, would result from the Project relative to the 2010 FEIR findings.

4.5(b) (Archaeological Resources) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR concluded that compliance with mitigation measures 4.10.1a and 4.10.1b, as well as General Plan Actions CC.4.2.4 and 4.2.5, would ensure that subsequent development projects result in less than significant impacts to archaeological resources. In compliance with mitigation measure 4.10.1a, the Project completed an Archaeological Assessment including a database review, records search, and archeological site survey to evaluate the site for recorded evidence of cultural resources with negative results. However, ground surface visibility being poor or non-existent for a majority of the Project site due to hardscaped surfaces, ground-disturbing activities from project development could result in potentially significant impacts to buried archeological resources, as identified by the 2010 FEIR.

To mitigate potential impacts to cultural resources (archeological and/or tribal), the Project has complied with mitigation measure 4.10.1a by conducting an archaeological assessment, which recommends an evaluation by a qualified professional archaeologist in the event previously unidentified cultural resources are encountered during Project development. In accordance with mitigation measure 4.10.1b, environmental condition of approval (COA) CUL-1 is imposed on the Project. With the implementation of COA CUL-1, the Project will result in less than significant impacts from a substantial adverse change in the significance of an archaeological resource. Therefore, no new significant impact or substantial increase in the severity of a previously identified impacts would result from the Project relative to the 2010 FEIR findings.

4.5(c) (Discovery of Human Remains) No Substantial Change Relative to the 2010 FEIR: In the event that during ground disturbing activities, human remains are discovered, the Project shall comply with mitigation measure 4.10.1c as imposed by COA CUL-2, which requires the immediate cessation of ground disturbing activities near or in any area potentially overlying adjacent human remains and contacting the City and County Coroner upon the discovery of any human remains. If it is determined by the Coroner that the discovered remains are of Native American descent, the Native American Heritage Commission shall be contacted immediately. If required, the Project sponsor shall retain a City-qualified archeologist to provide adequate inspection, recommendations, and retrieval. Compliance with COA CUL-2 as well as California Health and Safety Code Section 7050.5 and performance of actions therein will ensure that in the event of accidental discovery of historically significant remains the Project will result in less than significant impacts. Therefore, no new significant impact or substantial increase in the severity of a previously identified impacts would result from the Project relative to the 2010 FEIR findings.

Applicable 2010 FEIR Mitigation Measures

MM 4.10.1a The City shall include the following as an action in the Community Character Element of the General Plan Update. Cultural resources studies (i.e., archaeological, and historical investigations) shall be required for all applicable discretionary projects, in accordance with CEQA regulations, for areas not previously surveyed and/or that are sensitive for cultural resources. The studies should identify cultural resources (i.e., prehistoric sites, historic sites, and historic buildings/structures) in the project area, determine their eligibility for inclusion in the California Register of Historical Resources, and provide feasible and appropriate measures

for the protection of any historical resources or unique archaeological resources to maximum extent feasible. Cultural resources studies should be completed by a professional archaeologist or architectural historian that meets the Secretary of the Interior's Professional Qualifications Standards in archaeology.

Status: Applicable. The Project has complied with this measure by completing an Archaeological Survey Report. Based on recommendations therein, the Project is subject to COA CUL-1, set forth below.

MM 4.10.1b The City shall include the following as an action in the Community Character Element of the General Plan Update. Should any cultural resources such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during development activities, work shall be suspected within 50 feet of the discovery and the City of Pinole Community Development Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with an appropriate specialist (e.g., archaeologist or architectural historian). The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.

The City of Pinole and the project application shall consider mitigation recommendations presented by a qualified archaeologist or other appropriate technical specialist for any unanticipated discoveries. The City and the project applicant shall consult and agree upon implementation of a measure or measures that the City and applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, document, curation, data recovery, or other appropriate measures.

Status: Applicable. Based on the recommendations presented in the Archaeological Survey Report, the Project is subject to COA CUL-1, set forth below. COA CUL-1 ensures compliance with this measure.

MM 4.10.1c The City shall include the following as an action in the Community Character Element of the General Plan Update. If human remains are discovered, all work must halt within 50 feet of the find, the City of Pinole Community Development Department shall be notified, and the County Coroner must be notified accordingly to Section 5097.98 of the California Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission and the procedures outline in CEQA Section 15064.5(d) and (e) shall be followed.

Status: Applicable. Based on the recommendations presented in the Archaeological Survey Report, the Project is subject to COA CUL-2, set forth below. COA CUL-2 ensures compliance with this measure.

Conclusion and Environmental Conditions of Approval

The Project would not result in any new or more severe impacts to archaeological resource relative to what was identified the 2010 FEIR. The Project has complied with mitigation measure 4.10.1a through the preparation of a project specific Historic Evaluation and an Archaeological Assessment, which identifies the following recommendations, imposed as environmental conditions of approval:

CUL-1: To ensure the Project does not result in impacts to buried archaeological resources onsite, if present, the following shall be implemented:

1. **Training**. Prior to commencement of ground-disturbing activities, a professional archaeologist shall conduct a preconstruction training for construction personnel. The training shall familiarize individuals with the potential to encounter prehistoric artifacts or historic-era archaeological deposits, the types of archaeological material that could be encountered within the Project Area, and the requirement for a monitor to be present during initial ground-disturbing activities.

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2. **Monitoring**. During initial ground disturbing activities on native soils, a Secretary of the Interior-qualified archeologist shall be onsite to monitor activities. The monitor shall have the authority to temporarily halt work to inspect areas as needed for potential cultural materials or deposits. Daily monitoring logs shall be completed by the monitor.
3. **Post-review Discoveries**. In the event that cultural resources are exposed during construction, all earth work occurring within 100 feet of the find shall be immediately stopped until a Secretary of Interior-qualified Archaeologist inspects the material(s), assess historical significance, consults with Tribes and other stakeholders as needed, and provides recommendations for the treatment of the discovery.
4. **Archaeological Monitoring Report**. Within 60 days following completion of construction work, an archeological monitoring report shall be submitted to the City. The report shall include the results of the monitoring program (even if negative), a summary of any findings or evaluation/data recovery efforts, and supporting documentation (e.g., daily monitoring logs).

CUL-2: In the event that human remains are encountered within the Project Area during Project-related, ground-disturbing activities, all work must stop, and the County Coroner immediately notified of the discovery. If the County coroner determined that remains are, or are believed to be Native American, then the Native American Heritage Commission must be contacted by the Coroner so that a “Most Likely Descendant” (MLD) can be designated to provide further recommendations regarding treatment of the remains. A Secretary of Interior-qualified Archaeologist should also evaluate the historical significance of the discovery, the potential for additional human remains to be present, and to provide further recommendations for treatment of the resource in accordance with the MLD recommendations. Federal regulations require that Native American human remains, funerary objects, and object of cultural patrimony are handed consistent with the requirement of the Native American Graves Protection and Repatriation Act.

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4.6. ENERGY

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
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?	☐	☐	☐	☒

Sources: City of Pinole General Plan/Specific Plan and EIR.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated potential impacts to energy in Chapter 4.13 including the Three Corridors Specific Plan area and determined the following:

- Impact 4.13.3- Development under the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would increase the consumption of energy associated with electrical, natural gas, and vehicle fuel. This is considered to be a less than cumulatively considerable impact.

Project Consistency with the 2010 FEIR

4.6(a-b) (Energy Consumption) No Change Relative to the 2010 FEIR: The 2010 FEIR determined that the wasteful, inefficient, or unnecessary consumption of energy resources was a less than cumulatively considerable impact. The FEIR acknowledges that the development and operation of proposed residential uses will increase energy consumption, but that new development will be more energy efficient pursuant to the requirements of building energy efficiency standards under the building code.

Development of the Project would be subject to standards promoting energy efficiency in new construction. The subject Project would be required to comply with the latest energy efficiency standards as well as other green building standards under Title 24, which is confirmed through the City's building permit review process and would be consistent with Policy SE 1.4 for meeting applicable green building standards. Through building permit review, the construction plans would be evaluated for inclusion of required green building features, consistent with state and local regulations for applying green building standards in new construction. The Project would be required to comply with the requirements of the City's water efficient landscape ordinance, thereby contributing to a reduction in energy needed to treat and convey water. Construction of the Project is subject to the BAAQMD best management practices that requires minimizing idling time and maintaining construction equipment to manufacturer's specifications, which reduces inefficient consumption of fuel. As a multi-family residential development subject to the latest building code and construction standards, energy consumption of the Project will not be wasteful or inefficient, nor will it obstruct a state or local plan for renewable energy.

The Project is consistent with General Plan policies, such as Policy HS.5.2, to promote infill development along corridors and to locate residences near transit and services, which can reduce automobile travel and fuel consumption. The Project would introduce new residents to an area well developed with existing good and services including a grocery store, restaurants, and other retail stores. Two bus stops are located within 200-300 feet of the Project site that are served by WestCAT bus service and AC Transit with connectivity to regional destinations.

Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

There are no applicable 2010 FEIR mitigation measures to this Project.

Conclusion and Environmental Conditions of Approval

The Project would not result in any new or more severe impacts to energy relative to what was identified in the 2010 FEIR. The Project consists of development that is required to comply with the latest energy efficiency standards as a new construction and is consistent with the General Plan policies encouraging infill development near transit. The Project is subject to uniformly applied development standards including review of construction plans by building officials to verify compliance with latest building codes. No environmental conditions of approval related to energy are required.

4.7. GEOLOGY AND SOILS

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative 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?	☐	☐	☒	☐

Sources: City of Pinole General Plan/Specific Plan and EIR; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022; Preliminary Demolition, Grading, and Drainage Plans, prepared by Adobe Associates, Inc., dated March 2021; Geotechnical Report, prepared by Rockridge Geotechnical, April 2022.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated the potential impacts related to geology and soils in Chapter 4.8 and determined the following.

- Impact 4.8.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in the construction of projects over a seismically hazardous area. This is considered less than significant impact.

- Impact 4.8.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in increased soil, wind, and water erosion and loss of topsoil, due to grading activities within the Planning Area. This is considered a less than significant impact.

- Impact 4.8.3- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) may result in construction in areas subject to landslide. This impact is less than significant.

- Impact 4.8.4- Implementation of the proposed (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would expose buildings, pavements, and utilities to significant damage as a result of underlying expansive or unstable soil properties. This is considered a less than significant impact.

- Impact 4.8.5- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), in combination with existing, planned, proposed, and reasonably foreseeable development, would not contribute to cumulative geologic, seismic, and soil impacts, as the impacts would be site-specific and not additive in character. Thus, this impact would be less than cumulatively considerable.

- Impact 4.10.2- Adoption of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in the potential damage or destruction of undiscovered paleontological resources. This is considered a potentially significant impact that may be reduced to a less than significant impact with mitigation measure 4.10.2.

Project Consistency with the 2010 FEIR

4.7(a) (Seismic Hazards) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined that impacts from fault rupture, strong ground shaking, seismic-related ground failure, and landslides would be less than significant. The Pinole Vista Project site is not located within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. Strong to very strong ground shaking could occur at the site during a large earthquake on one of the nearby faults. However, the risk of fault offset at the site from a known active fault and future faulting in areas where no faults previously existed is very low. Due to the Project's location in the seismically active Bay Area region, as identified and considered in the 2010 FEIR, the site and the city as a whole have the potential to experience ground shaking in the event of an earthquake. The Project is subject to construction standards established for seismic safety within the latest California Building Code, which would minimize the impact of ground shaking on new development.

The Project site has been previously graded to accommodate the existing building and associated improvements. The site is sloped with elevations ranges from 205 feet to 215 feet above sea level from north to south. The northwestern driveway exhibits a downward slope from north to south with elevations changed from 2018 feet above mean sea level near Fitzgerald Drive to 212 feet amsl at the rear. The upward slope along the rear of the property increases to a height of 230 feet above mean sea level.

In accordance with Municipal Code Section 15.36.180, as well as General Plan Policy HS.3.1, a geotechnical report (**Appendix D**) was prepared for the Project. The Project would implement the recommendations of the report and would be consistent with General Plan Policy HS.3.2, HS.3.3, and HS.3.4 that address geologic and seismic hazard mitigations in project design, which are confirmed in the building permit review process, through environmental condition of approval (COA) GEO-1. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.7(b) (Erosion) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR concluded that impacts from soil erosion would be less than significant. The Project site is previously disturbed from past uses and

would be redeveloped with by removing all existing improvements, regrading the site and introducing a new building, access aisles, parking, and landscaping. As a project that will disturb more than 10,000 square feet of impervious surfaces, it is subject to implementation of stormwater management facilities to treat site runoff per Contra Costa County C.3 requirements. Best management practices for soil erosion and sediment control are required to be applied during construction. Compliance with these uniformly applied development standards ensure that potential adverse affects of erosions during redevelopment are avoided. Pursuant to Municipal Code Section 15.36.190, Erosion and Sediment Control Plan, the project is subject to COA GEO-2, which requires preparation and implementation of a final erosion and sediment control plan. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.7(c) (Geologic Stability) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined that impacts from geologic or soil instability would be less than significant. The geotechnical assessment of the site, prepared by Stevens, Rockridge Geotechnical, concluded that proposed improvements are feasible provided that recommendations are incorporated as part of project implementation. The Geotechnical Report identified the primary geotechnical concerns of the site to be related to variable thickness and composition undocumented fill and the need to provide an adequate foundation support for the proposed building. The Geotechnical Report provides recommendations for site grading, foundation design, shoring design and construction, and seismic design. Further, the Report provides that a qualified engineer should review of the final project plans and specifications by to verify conformance to recommendations and on-site verification by a field engineer of preparation, placement, and compaction of fill and installation of building foundations.

The results of this comprehensive geotechnical investigation shall be provided as a report during the building permit issuance process and prepared in accordance with the most recent California Building Code. This recommendation is incorporated in COA GEO-1 below.

The design of the Project would include demolition and removal of all existing surface structures, paving, and improvements and grading with stripping of up to 3 to 4 inches where present. Retaining walls are proposed at the southwest corner of the site to retain an uphill slope that abuts the parking lot, and at the north side of the Project site where the downhill slope would undercut the parking lot and where the bioretention area must be excavated. Site retaining walls would be reviewed during the building permit process. Although the conditions in the locations of the proposed retaining walls were observed to be structurally sound, the Project would provide detailed structural analysis of this wall and all retaining walls and analysis of slope stability in the building permit review process, per recommendations of the geotechnical assessment and as imposed by COA GEO-1.

As a standard part of the Building Permit review process, soils and geotechnical reports are required for new construction and recommendations. In accordance with Municipal Code Section 15.36.180, a geotechnical report was prepared, and recommendations therein imposed as COA GEO-1. Incorporation of the recommendations in the geotechnical report and review for building code compliance through the Building Permit process would ensure that the Project would not result in impacts due to unstable geologic units or cause on- or off-site geologic impacts. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.7(d) (Expansive Soils) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR concluded that there would be less than significant impacts due to expansive soils. The site-specific geotechnical report identified conditions on the site and determined the proposed development was feasible with implementation of recommendations in the report. The Project would be required to incorporate the recommendations of the geotechnical report per COA GEO-1 and comply with building code standards for seismic safety. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.8(e) (Septic Tanks) No Change Relative to the 2010 FEIR: The Project would not include the use of septic tanks and connection to the existing sewer line along Fitzgerald Drive is planned.

4.9.(f) (Paleontological Resources) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined that impacts on unique geologic or paleontological resources would be less than significant with implementation of mitigation measure 4.10.2. The potential to uncover undiscovered paleontological resources

was considered in the 2010 FEIR, and mitigation measure 4.10.2 was created to include a policy requiring work to be suspended within 50 feet of any discovered potentially unique paleontological resources and for the City to be contacted to coordinate further investigation. A search of the University of California Museum of Paleontology database did not identify any evidence of significant paleontological resources within the Pinole General Plan Planning Area. Nonetheless, in compliance with mitigation measure 4.10.2, the Project is subject to COA GEO-3, which identifies protocol in the event that paleontological resources are encountered during construction activities. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

The following mitigation measures from the 2010 FEIR mitigation monitoring and reporting program apply to the project:

MM 4.10.2 The City shall include the following as an action in the Community Character Element of the General Plan Update. Should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be suspended within 50 feet of the discovery and the City of Pinole Planning Division of the Development Services Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist. The project proponent shall be required to implement any mitigation necessary for the protection of paleontological resources.

The City and the project applicant shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries. The City and the project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Status: Applicable. The Project is subject to this mitigation measure, through COA GEO-4 below.

Conclusion and Environmental Conditions of Approval

The proposed Project is within the scope of development projected under the General Plan and Three Corridors Specific Plan, and there would be no additional impacts to geology and soils beyond those analyzed in the 2010 FEIR. The following environmental conditions of approval would apply to the Project to implement General Plan policies, Municipal Code requirements, and mitigation measure 4.10.2.

GEO-1: The applicant shall incorporate the recommendations of the Project Geotechnical Report prepared by Rockridge Geotechnical (April 13, 2022) into construction drawings. Prior to issuance of a grading permit, the City shall review and accept the Geotechnical Report and verify that the Report provides adequate information for construction detail including detailed drainage, earthwork, foundation, and pavement recommendations. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports and/or to the satisfaction of the City Engineer/Chief Building Official have been incorporated into the design of the project.

Nothing in this condition of approval shall preclude the City Engineer and/or Chief Building Official from requiring additional information to determine compliance with applicable standards. The geotechnical engineer shall inspect the construction work and shall certify to the City, prior to issuance of a certificate of occupancy that the improvements have been constructed in accordance with the geotechnical specifications.

GEO-2: Prior to issuance of a grading permit, an erosion control plan along with grading and drainage plans shall be submitted to the City Engineer for review. The project shall comply with stormwater management requirements and guidelines established by Contra Costa County under the Contra Costa Clean Water Program Stormwater C.3 Guidebook and incorporate

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Contra Costa County best management practices for erosion and sediment control for construction. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City's Erosion Control requirements, Chapter 15.36.190 of the Municipal Code. Plans shall detail erosion control measures such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during all construction activity.

GEO-3: Should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be suspended within 50 feet of the discovery and the City of Pinole Planning Division of the Development Services Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist. The Project proponent shall be required to implement any mitigation necessary for the protection of paleontological resources. The City and the Project applicant shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries. The City and the Project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

4.8. GREENHOUSE GAS EMISSIONS

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Sources: City of Pinole General Plan/Specific Plan and EIR; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022; BAAQMD 2017 Bay Area Clean Air Plan; and BAAQMD CEQA Guidelines May 2017; Air Quality and Greenhouse Gas Assessment, prepared by Illingworth & Rodkin, Inc., October 25, 2021.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated the potential impacts related to greenhouse gas emissions in Chapter 4.13 and determined the following.

- Impact 4.13.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in greenhouse gas emissions that would not be anticipated to conflict with the goals of AB 32 nor result in a significant impact on the environment. This is a less than cumulatively considerable impact.

- Impact 4.13.2- Environmental effects of climate change are not currently expected to result in adverse impacts to the General Plan Update Planning Area. This is a less than cumulatively considerable impact.

- Impact 4.13.3- Development under the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would increase the consumption of energy associated with electrical, natural gas, and vehicle fuel. This is a less than cumulatively considerable impact.

Project Consistency with the 2010 FEIR

4.8(a) (Greenhouse Gas Generation) No Change Relative to the 2010 FEIR: The 2010 FEIR determined that greenhouse gas emissions generation for buildout of the General Plan was a less than significant impact. The greenhouse gas emissions (GHG) generated by the Project would be attributable to GHG generation during construction and operation of the Project. Constructions impact would consist primarily of emissions from equipment exhaust and worker and vendor trips. long-term operational emissions would be associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal.

The Air Quality and Greenhouse Gas Analysis (**Appendix A**) prepared for the Project indicates GHG emissions 588 MT of CO2e for the total construction period. Neither the City nor BAAQMD have an adopted threshold of significance for construction related GHG emissions. However, the BAAQMD recommends quantifying emissions, disclosing that GHG emissions would occur during construction, and the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable. The Project would be required to comply with COA AQ-1, which imposes the latest BAAQMD best management practices, and is consistent with mitigation measure 4.3.2

With respect to operational emissions, the Air Quality and Greenhouse Gas Analysis uses a “Substantial Progress” efficiency metric of 2.8 MT CO2e/year/service population and a bright-line threshold of 660 MT CO2e/year based on the GHG reduction goals of EO B-30-15. The calculated annual emissions resulting from

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operation of the proposed project are predicted to be 1,216 MT of CO2e in 2025 and 1,125 MT of CO2e in 2030, which exceed the GHG significance threshold in metric tons per year The service population[3] emission for the year 2025 and 2030 are predicted to be 1.9 and 1.8 MT CO2e/year/service population, which are within the service population threshold of significance for service population. However, to be considered an exceedance, the project must exceed both the GHG significance threshold in metric tons per year and the service population significance threshold in 2030. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.8(b) (Conflict with Plans) No Change Relative to the 2010 FEIR: The 2010 FEIR determined that the implementation of the General Plan and Three Corridor Specific Plan would have a less than significant cumulatively considerable impact with implementation of relevant policies and actions in the General Plan. The Project is consistent with the General Plan and Three Corridors Specific Plan as a higher density residential infill development along the Appian Way corridor within a priority development area (PDA) pursuant to the Sustainable Community Strategy (SCS). Furthermore, the proposed buildings would be constructed in conformance with CALGreen and the Title 24 Building Code, which requires high-efficiency water fixtures, water-efficient irrigation systems, and compliance with current energy efficacy standards. As such, the Project would not conflict or otherwise interfere with the statewide GHG reduction measures identified in CARB's Scoping Plan. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

The following mitigation measures from the 2010 FEIR mitigation monitoring and reporting program apply to the project:

MM 4.3.2 The proposed General Plan Update shall include a policy that would require the use of BAAQMD-approved criteria air pollutant reducing Basic Construction Mitigation Measures to all future construction projects within the GPU Planning Area where feasible whether or not construction-related emissions exceed applicable Thresholds of Significance.

Status: Applicable. The Project shall comply with the latest BAAQMD best management practices, which is imposed by COA AQ-1.

Conclusion and Environmental Conditions of Approval

The proposed Project is within the scope of development projected under the General Plan and Three Corridors Specific Plan, and there would be no additional impacts from greenhouse gas emissions beyond those analyzed in the 2010 FEIR. The Project shall implement COA AQ-1 to apply BAAQQMD best management practices that minimize construction-related emissions.

[3] Service population refers to the number of future residents of a development. The project service population efficiency rate is based on the number of future residents.

4.9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, 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 a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Sources: City of Pinole General Plan/Specific Plan and EIR; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022; Phase 1 Environmental Site Assessment Report, prepared by Partner Engineering and Science, Inc., February 2022; and Contra Costa County Local Hazard Mitigation Plan, January 2018.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated potential impacts to Hazards and Human Health in Chapter 4.6 including the Three Corridors Specific Plan area and determined the following:

- Impact 4.6.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could include the routine transportation, use, or disposal of hazardous materials on the Planning Area Transportation network. This is considered a less than significant impact.

- Impact 4.6.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could include land uses that have the potential to result in an increased risk of release of hazardous materials. This is considered a less than significant impact.

- Impact 4.6.3- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could consist of land uses having the potential to result in an increased risk of release of hazardous materials. This is considered a less than significant impact.

- Impact 4.6.4- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could impair implementation of or physically interfere with the City's Emergency Operations Plan (EOP). This is considered a less than significant impact.

- Impact 4.6.5- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would not cumulatively contribute to regional hazards. This is less than cumulatively considerable.

Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was conducted for the 1500 Fitzgerald Project site in February 2022, in conformance with the scope and limitations of ASTM Standard Practice E1527-13, the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries 'AAI' (40 CFR Part 312). (**Appendix E**). The Phase I ESA discusses the Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), Historical Recognized Environmental Conditions (HRECs), and environmental issues of the project site. The Phase I ESA included review of regulatory information, records research, and a site reconnaissance of the project site and neighboring properties on January 21, 2022.

The Phase I ESA did not identify RECs or CRECs during the course of the assessment. The site is listed in one or more historical databases as containing an inactive 1,000 gallon underground storage tank for waste oil that was listed as removed in June of 1990. Chemical analyses of soil samples documented the presence of Total Petroleum Hydrocarbons as oil and grease (TPH-og) at concentrations up to 78 parts per million (ppm), and the presence of TPH as diesel (TPH-d) and as gasoline (TPH-g) at concentrations below 10 ppm. These records constitute an HREC. However, given the record of tank removal and a Contra Costa County Health Services Department letter of no further action dated March 20, 1990, the tendency of petroleum hydrocarbons in the subsurface to degrade naturally over time, and the time elapsed since the tank was removed, this listing is not expected to represent a significant environmental concern.

The report notes that, based on the age of the building there is a potential for asbestos-containing materials (ACMs) but access to the structure could not be gained at the time of the site assessment to determine its presence. Therefore, it is recommended that prior to any demolition, a comprehensive asbestos survey of the property be conducted to determine the presence, condition, friability, and likely future condition of suspect or confirmed ACM. All suspect materials must be handled as ACM according to local, state, and federal regulations until the results of sampling and analysis indicate the material is a non-ACM. Lead based paint is not likely to be used in buildings constructed after 1977 and due to the age of the structure, circa 1981, it is not likely to contain lead-based paints.

Project Consistency with the 2010 FEIR

4.9(a-b) (Routine Transport, Upset and Accident Involving Release) No Change Relative to the 2010 FEIR: The 2010 FEIR concluded that implementation of the Three Corridors Specific Plan would result in the use, storage, and transport of hazardous materials, that accidental release could constitute a hazard to the public or the environmental, and that compliance with local, state, and federal regulation would ensure impacts are less than significant.

Demolition and construction activities of the subject Pinole Vista Project will result in the temporary presence of potentially hazardous materials including, but not limited to, fuels and lubricants, paints, solvents, insulation, electrical wiring, and other construction related materials onsite. Although potentially hazardous materials may be present onsite during construction, the Project is required to comply with all existing federal, state, and local safety regulations governing the transportation, use, handling, storage, and disposal of potentially hazardous materials. Once construction activities are complete there will not be ongoing use or generation of hazardous materials onsite due to the proposed residential use.

Additionally, prior to the commencement of site preparation, a Storm Water Pollution Prevention Plan (SWPPP) that includes Best Management Practices will be prepared and implemented during all construction activities (see Hydrology/Water Quality discussion below). Accordingly, the impact of hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials from the proposed Project would be less than significant. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.9(c) (Emit or Handle Hazardous Material within ¼ Mile of School Sites) No Change Relative to the 2010 FEIR: The 2010 FEIR concluded that the implementation of the Three Corridors Specific Plan would result in a less than significant impact due to the release and exposure of hazardous material onto school sites.

The nearest public school is Harbour Way Elementary, located 0.25 miles south of the Project Site. Pinole Middle School is located approximately 0.4 miles north of I-80 on the west side of Appian Way, and Little Genius Montessori is about 0.25 miles east of the site on Appian Way south of I-80. There are no activities associated with the proposed Project that would pose a threat to nearby schools from the release or handling of hazardous materials. As such, the Project would not result in any increased risk of exposure to existing schools. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.9(d) (Existing Hazardous Materials Sites) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR concluded that implementation of the Three Corridors Specific Plan would result in less than significant impacts due to release and exposure of hazardous materials.

In accordance with Action HS.3.5.4, which directs that at the time of new development, any known or discovered hazardous materials should be cleaned up and mitigated, a Phase I Environmental Site Assessment (ESA) was prepared. The Phase I ESA identified environmental concerns associated with past uses onsite and the potential presence of ACM, due to the age of the building onsite, as described above. It indicates that asbestos containing materials may be present but could not be verified at the time of survey. Prior to demolition, the Phase I ESA recommended submittal of an asbestos survey report to evaluate the presence of ACM and make recommendations for removal, if warranted. Environmental condition of approval (COA) HAZ-1 shall be imposed on the Project requiring the submittal of an asbestos survey report and the preparation and implementation of an Operations and Maintenance Plan if ACM removal is warranted. Similarly, due to the identified environmental concern associated with past uses onsite, the Project is subject to COA HAZ-2, which requires best management practices regarding potential soil hazards in the event that unknown contamination is encountered during construction. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.9(e) (Public Airport Land Use Plans) No Change Relative to the 2010 FEIR: The 2010 FEIR concluded that no impacts related to airports or airstrips would occur as no airports are located within or proximate to the planning area. The subject Project site is not located within the boundaries of an airport land use plan, nor is it located in direct proximity to a private airstrip. The nearest airports are the San Rafael Airport, approximately 22 miles west, and Buchanan Field Airport, approximately 17 miles east, from the Project site. Accordingly, no impacts associated with airport-related hazards will result from the Project. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.9(f) (Impair Emergency Response Plan) No Change Relative to the 2010 FEIR: The 2010 FEIR concluded that the Three Corridors Specific plan would not impair implementation of or physically interfere with the City's Emergency Operations Plan (EOP) and impacts would be less than significant. The City of Pinole responds to emergencies in accordance with the adopted Emergency Operations Plan and provides emergency preparedness information through Pinole Ready including alerts, response, recovery, and mitigation.

As a multi-family residential development generally consistent with the Three Corridors Specific Plan, none of the proposed Project improvements are expected to impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The Project includes adequate onsite access to accommodate emergency vehicles, including adequate driveway/drive aisle width and turning radii. Furthermore, the Fire Department has reviewed the Project, including proposed emergency vehicle access and circulation, in accordance with General Plan Action HS.4.1.3, and determined that improvements do not impair movement of emergency vehicles and equipment. Therefore, the Project will not result in a new significant

impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.9(g) (Wildland Fire Hazards) No Change Relative to the 2010 FEIR: No impacts related to wildland fire hazard would occur as the Project area is largely surrounded by urban development and roadways and is not adjacent to a wildland urban interface fire hazard area. The Project site is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land designated as Non-VHFHZ on all sides. Based on the site's location outside of a designated fire hazard zone and the proximity of the site to existing fire stations (1-3 miles), there would be no impacts related to the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

There are no applicable 2010 FEIR mitigation measures to this Project.

Conclusion and Environmental Conditions of Approval

The Project would not result in any new or more severe impacts to human health caused by hazards or hazardous materials relative to what was identified the 2010 FEIR. The Project is generally consistent with the Three Corridors Specific Plan by introducing residential development on an infill and underutilized site. The following environmental conditions of approval are imposed in compliance with the General Plan Actions and Policies/Goals set forth in the Three Corridors Specific Plan regarding hazardous materials and waste:

HAZ-1: Prior to issuance of any demolition, grading, or building permit, the applicant shall submit a report resulting from a comprehensive asbestos survey and, if asbestos containing materials (ACM) are identified onsite, plans for safe removal. If ACM are verified, the applicant shall prepare an Operations and Maintenance (O&M) Safety Plan and receive approval of the O&M Plan by the City of Pinole Fire Department. The purpose of the O&M Plan is to establish protocol for the removal and disposal of ACM and shall also address the potential for accidental discovery of hazards and hazardous materials during construction activities including lead-based paints and groundwater contamination. Said plans shall be implemented during demolition and construction activities including the following:

a) Use appropriate site control measures such as wet methods to minimize airborne dust generation.

b) Identify construction worker protection plan for handing ACM.

c) Characterize material export and proper disposal requirements.

d) Notification requirements to the Bay Area Air Quality Management District in accordance with the Asbestos Demolition and Renovation Program requirements.

HAZ-2: The Project applicant shall implement the following Best Management Practices (BMPs) regarding potential soil hazards:

a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner or if designated for off-site disposal at a permitted facility, the soil shall be loaded, transported, and disposed of in a safe and secure manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal laws, the Regional Water Quality Control Board (RWQCB), the Contra Costa Environmental Health Services Department, and the City of Pinole.

b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe

manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Pinole, the RWQCB and/or Contra Costa Environmental Health Services Department.

4.10. HYDROLOGY AND WATER QUALITY

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; 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?	☐	☐	☒	☐

Sources: City of Pinole General Plan/Specific Plan and EIR; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022; Stormwater Control Plan, prepared by Adobe Associates, Inc., March 2021; FEMA FIRMette maps, accessed May 2022; and Department of Conservation Tsunami Hazard Area Map, accessed May 2022.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated the potential impacts related to hydrology and water quality in Chapter 4.9 and determined the following.

- Impact 4.9.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in the discharge of polluted runoff during construction and operation of future urban development potentially violating water quality standards or otherwise substantially degrading surface water quality. This is considered a potentially significant impact that may be reduced to less than significant with implementation of mitigation measure 4.9.1.

- Impact 4.9.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in the degradation of groundwater quality resulting from

construction and operation of future urban development. This is considered a less than significant impact.

- Impact 4.9.4- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would increase impervious surfaces and alter drainage conditions and rates in the Planning Area, which could result in increased runoff and potential flooding impacts. This is considered a less than significant impact.

- Impact 4.9.5- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) and its associated project components could create or contribute stormwater runoff water which would exceed the capacity of the City's stormwater drainage system. This is considered a less than significant impact.

- Impact 4.9.6- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in the development of urban uses within areas subject to flooding, dam failure inundation, and/or sea level rise. This is considered a potentially significant impact that may be reduced to less than significant with implementation of mitigation measures 4.9.6a, b, and c.

- Impact 4.9.7- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), in combination with other development activities within the watershed, would contribute to a cumulative degradation of water quality from construction activities and increased urban runoff. This is considered a potentially cumulatively considerable that may be reduced to less than cumulatively considerable with implementation of mitigation measure 4.9.1.

- Impact 4.9.8- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could increase impervious surfaces and alter drainage conditions and rates in the Planning Area, which could contribute to cumulative flood conditions in the Pinole Creek watershed and San Pablo Bay. This is cumulatively considerable that may be reduced to less than cumulatively considerable with implementation of mitigation measures 4.9.1, 4.9.6a, 4.9.6b, and 4.9.6c.

Stormwater Regulation

The State Water Resources Control Board is responsible for implementing the Clean Water Act and has issued a statewide General Permit for construction, which acts to minimize pollutant runoff to surface waters and groundwater. The San Francisco Bay Regional Water Quality Control board is the regional entity facilitating regional implementation and has issued a Municipal Stormwater National Pollutant Discharge Elimination System (NPDES) permit to Contra Costa County and its 19 cities. The NPDES permit applies to development projects and establishes runoff requirements. The City's coverage under the NPDES requires compliance with the Contra Costa Clean Water Program Stormwater C.3 Guidebook to protect water quality, which includes implementing best management practices (BMP) to control runoff pollutants and guidance on Low Impact Development (LID) to management stormwater on site. Further, these requirements for stormwater control under the NPDES permit are integrated into the Pinole Municipal Code as Chapter 8.20. The City of Pinole Department of Public Works has jurisdiction over stormwater management in the city and is a co-permittee of the Contra Cota County Clean Water Program.

Project Consistency with the 2010 FEIR

4.9(a) (Discharge) No Substantial Change Relative to the 2010 FEIR: Based on the analysis in the 2010 FEIR, implementation of the General Plan and Three Corridor Specific Plan would have a potentially significant impact due to discharge of polluted runoff that may be reduced to less than significant with implementation of mitigation measure 4.9.1a.

The Project is required to implement applicable requirements for stormwater control and apply best management practices to the Project's management of stormwater on site, in compliance with Pinole Municipal Code Chapter 8.20. Compliance with municipal code requirements is a standard condition of approval for

construction, which has been incorporated as condition of approval (COA) HYD-1. With adherence to the municipal code, the Project satisfies mitigation measure 4.9.1. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.9(b) (Groundwater) No Substantial Change Relative to the 2010 FEIR: Based on the analysis in the 2010 FEIR, implementation of the General Plan and Three Corridor Specific Plan would have a less than significant impact to degradation of groundwater and no impact on the extraction of groundwater. Implementation of General Plan policies, Municipal Code, and applicable requirements from the Contra Costa Clean Water Program Stormwater C.3 Guidebook were identified as measures that would reduce impacts to less than significant levels. The proposed Pinole Vista Project would comply with these requirements pursuant to COA HYD-1. The intensification of uses in the Specific Plan area was determined to potentially result in the increase in runoff containing pollutants that could degrade groundwater quality. The Project would result in the reduction of impervious area on site and will include biorientation areas for infiltration. The Project does not involve the extraction and use of groundwater. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.9(c)(i-iv) (Drainage Pattern) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined that impacts due to increase in impervious surfaces and alteration of drainage conditions, as they relate to erosion, runoff, and drainage flow would be less than significant with General Plan policies and mitigation. Implementation of General Plan policies, Municipal Code, and applicable requirements from the Contra Costa Clean Water Program Stormwater C.3 Guidebook were identified as measures that would reduce impacts to less than significant levels. The Project would comply with these requirements and is subject to COA HYD-1.

The City is served by an existing storm drain system, and the City Engineering Division confirms infrastructure capacity for new developments. As new development has the potential to incrementally increase the use of storm drains, the City has established development impact fees levies on new developments to contribute to any needed new or expanded infrastructure. Payment of development impact fees, as well as review of final drainage plans, is a requirement in the building permit process. Development impacts fees are used to maintain and build out the city's storm drain system as planned. The Project is consistent with the development potential analyzed in the 2010 FEIR, includes storm drain infrastructure onsite with connections to the existing storm drain system, and is subject to impact fees. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.9(d) (Flood Hazard, Tsunami, or Seiche Zones) No Change Relative to the 2010 FEIR: The 2010 FEIR determined that implementation of the General Plan and Specific Plan would have a potentially significant impact to flood hazards that may be reduced to less than significant with mitigation measures 4.9.6a, 4.9.6b, and 4.9.6c.

The Project is not expected to be impacted by flood hazards. As presented in the National Flood Hazard Layer FIRMette maps accessed from the Federal Emergency Management Agency (FEMA) in December 2021, the site is located in Zone X, outside of the Special Flood Hazard Areas. The Project site is not located on the shoreline and is not subject to associated risk of flooding in these areas. Tsunamis and seiches were not identified as significant flood hazards that may affect the Project: San Francisco Bay significantly attenuates tsunamis before they reach Pinole, and the Project is located approximately 1.4 miles from the shoreline. The site is not located in a tsunami hazard area, as shown in the California Department of Conservation Tsunami Hazard Area Map, accessed December 2021. As a result, there is no substantial risk of flood hazards, tsunamis, or seiches causing release of pollutants due to project inundation. Mitigation measures 4.9.6a, 4.9.6b, and 4.9.6c set forth in the 2010 FEIR address the impacts of sea level rise. However, the site is not located in an area identified as a shoreline area vulnerable to sea level rise, and the corresponding mitigation measures are not appliable to the Project. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.9(e) (Water Quality Control and Sustainable Groundwater) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined that new development would be required to adhere to pertinent local, state, and federal agency requirements, and that with mitigation measure 4.9.1 and compliance with water quality

regulation including NPDES requirements, potential impacts to water quality would be reduced to less than significant levels.

The Project would meet this requirement through compliance with procedures under Chapter 8.20 of the Municipal Code, as identified in COA HYD-1, and would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Furthermore, in accordance with General Plan Action OS.8.8.2, the Project is subject to COA HYD-2, which requires compliance with the City's NPDES permit including preparation and implementation of an approved Stormwater Pollution Prevention Plan (SWPPP). Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

MM 4.9.1 General Plan Action HS.2.1.3 shall be revised as follows: Establish land use controls for properties that abut Pinole Creek in order to minimize potential conflicts between flood, resource protection and recreational goals. Adopt new development regulations that require applications for new development projects to adhere to pertinent local, state, and federal agency requirements. City Development regulation for properties that abut the Creek shall specify appropriate land uses and ensure that new projects will take into account issues including flow velocity, sediment load, and volume within Pinole Creek.

Status: Applicable. The Project is required to adhere to local, state, and federal regulations on stormwater management. Compliance with the Pinole Municipal Code, under Chapter 8.20, requires implementation of best management practices. Application of the latest guidance on best management practices from Contra Costa Country, including the Contra Costa Clean Water Program Stormwater C.3 Guidebook, is a standard condition of new development and has been imposed as environmental COA HYD-1.

MM 4.9.6a The City of Pinole shall work with the Bay Conservation and Development Commission (BCDC) to implement strategies to adapt to Bay-related impacts of climate change. The City shall work with BCDC to develop a vulnerability analysis for its shoreline and to address shoreline management issues that cross jurisdictional boundaries.

Status: Not Applicable. The Project is not located within 100 feet of the shoreline and is not located in an area identified as a shoreline area vulnerable to sea level rise in the 2010 FEIR.

MM 4.9.6b The City will continue to implement the Municipal Code flood protection standards for development within a FEMA-designated Special Flood Hazard Area and will coordinate with FEMA and other agencies in the evaluation and mitigation of future flooding hazards that may occur as a result of sea level rise.

Status: Not Applicable. The Project is not located in a flood hazard area.

MM 4.9.6c The City shall pursue funding for adequate protection from sea level rise and continued subsidence and construction in areas threatened by sea level rise and/or settlement.

Status: Not Applicable. The Project is not located in an area identified as a shoreline area vulnerable to sea level rise in the 2010 FEIR.

Conclusion and Environmental Conditions of Approval

The proposed Project is within the scope of development projected under the General Plan and Three Corridors Specific Plan, and there would be no additional impacts to hydrology beyond those analyzed in the 2010 FEIR. The following environmental conditions of approval would apply to the project to implement requirements of the 2010 FEIR mitigation measures.

HYD-1: Prior to issuance of a building permit, the applicant shall prepare a design-level Stormwater Management Plan that incorporates stormwater management requirements and best management practices, per Pinole Municipal Code Chapter 8.20 and Contra Costa County Clean Water Program requirements, including the Contra Costa Clean Water Program Stormwater C.3 Guidebook and demonstrates that the storm drain system has adequate capacity to serve the project. The Stormwater Management Plan shall be reviewed and accepted by the City Engineer.

HYD-2: Prior to issuance of a grading permit, the applicant shall file a Notice of Intent with the RWQCB and demonstrate compliance with the Statewide General Permit for Construction Activities.

In accordance with the National Pollution Discharge Elimination System (NPDES) regulations, the applicant shall prepare and implement a project-specific Stormwater Pollution Prevention Plan, including an erosion control plan, for grading and construction activities. The SWPPP shall address erosion and sediment control during all phases of construction, storage and use of fuels, and use and clean-up of fuels and hazardous materials. The SWPPP shall designate locations where fueling, cleaning and maintenance of equipment can occur and shall ensure that protections are in place to preclude materials from entering into storm drains. The contractor shall maintain materials onsite during construction for containments and clean-up of any spills. The applicant shall provide approval documentation from the RWQCB to the City verifying compliance with NPDES.

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4.11. LAND USE AND PLANNING

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
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?	☐	☐	☒	☐

Sources: City of Pinole General Plan/Specific Plan and EIR; City Council Resolution No. 2018-02; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022; Pinole Vista Apartments: An Economic Impact Brief, prepared by Marin Economic Consulting, dated July 13, 2022.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated potential impacts to Land Use in Chapter 4.1 including the Three Corridors Specific Plan area and determined the following:

- Impact 4.1.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would not physically divide an established community. This is considered no impact.
- Impact 4.1.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would not result in conflicts with relevant land use planning documents within and adjacent to the City of Pinole. This is considered a less than significant impact.
- Impact 4.1.3- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could create incompatibilities between existing and future land uses within the City of Pinole. This is considered a less than significant impact.
- Impact 4.1.4- When considered with existing, proposed, approved, and reasonably foreseeable development in the region, implementation of the proposed project has the potential to contribute to cumulative land use conditions, resulting in significant impacts to the physical environment. The proposed project would have a less than cumulatively considerable contribution to this impact.

Economic Impact Brief

A market analysis was prepared to assess the fiscal impacts of removal of an anchor retail development versus the addition of 223 units of housing to Pinole's inventory at the project site. The analysis concluded that the addition of the housing would have a net increase of 33 jobs, a net increase of $892,444 in state and local tax revenues, and an increase of $7,316,536 in gross revenues to local businesses from the increase in resident spending. K-Mart vacated the anchor site prior to 2020 and is no longer a viable tenant.

Project Consistency with the 2010 FEIR

4.1(a) (Physically Divide Community) No Change Relative to the 2010 FEIR: The 2010 FEIR determined that the General Plan and Specific Plan create a refinement of the established urban form and allow for more intensive, concentrated development; implementation does not divide or separate a portion of the community. The Project is consistent with the projected land use (as amended by Ordinance No. 2018-02) of the site and involves development on privately-owned parcels. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.1(b) (Conflict with Land Use) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined impacts to be less than significant with implementation of General Plan policies. The Project site is within City limits and the proposed use is consistent with the land use for the site, with the use of a concession pursuant to the State Density Bonus Law. In consideration of the predominantly commercial design of surrounding buildings, the Project proposes floor-to-ceiling fenestration of communal use areas of the building including the lobbies, leasing office, club rooms, and fitness center to provide a coherent and consistent look to the ground floor of the building that will help the residential building to blend in with the neighboring land uses.

The Project is located on a previously developed site within the Pinole Vista Shopping center and contains an existing, vacant commercial building and associated improvements. The proposed multifamily residential development is a use permitted by right under the Pinole Municipal Code, Table 17,20,020-1.

As described above, the base density of the site allows for up to 178 units. The proposed project will rely on a Density Bonus that increases the allowed number of units to 223 units. The Project proposes seven percent of the base units for Very-Low-Income households and eight percent of the base units for Low Income households, through the provision of which the project is eligible for a 25 percent density bonus pursuant to the State Density Bonus Law, resulting in 45 density bonus units. The Project meets all zoning standards such as height and setbacks and is, therefore, requesting no waivers as allowed for under the State Density Bonus Law. The Project is relying for concession as provided in the State Density Bonus Law to eliminate the requirement for commercial uses onsite. Therefore, the Project is consistent with the State Density Bonus law, and the City's land use designation, zoning provisions, and not present any conflicts with land use regulations.

Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

There are no applicable 2010 FEIR mitigation measures to this Project.

Conclusion

The Project would not result in any new or more severe impacts to land use relative to what was identified in the 2010 FEIR. The Project consists of development consistent with the land use as provided.

4.12. MINERAL RESOURCES

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
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?	☐	☐	☐	☒

Sources: City of Pinole General Plan and EIR

General Plan and Specific Plan EIR Findings

The 2010 FEIR did not identify any known significant mineral resources of value to the region and residents of the state within the city.

Project Consistency with the 2010 FEIR

4.12(a-b) (Mineral Resources) No Change Relative to the 2010 FEIR: The City does not contain known significant mineral resources of value. As such, the Project would result in no impact to mineral resources. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

There are no applicable 2010 FEIR mitigation measures to this Project.

Conclusion

The Project would not result in any new or more severe impacts to mineral resources relative to what was identified in the 2010 FEIR.

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4.13. NOISE

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
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?	☐	☐	☐	☒

Sources: City of Pinole General Plan/Specific Plan and EIR; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022; and Noise and Vibration Assessment, prepared by Illingworth & Rodkin, October 25, 2021.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated potential impacts to Noise in Chapter 4.5 including the Three Corridors Specific Plan area and determined the following:

- Impact 4.5.1- The proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies. However, the proposed Pinole General Plan Update's mitigating policies and actions ensure the impact will be less than significant. Therefore, noise impacts associated with the development and operation of land uses of the proposed General Plan Update would be less than significant.

- Impact 4.5.2- Construction activities associated with the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project and could result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies. This impact would be considered less than significant.

- Impact 4.5.3- The proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project and could result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan, as a result of increased traffic on the roadway network. In addition, future development of noise-sensitive land uses could be exposed to roadway and/or railroad noise levels in excess of the City's noise standards. This impact would be considered potentially significant. With implementation of mitigation measures 4.5.3a and 4.5.3b, the impact would be less than significant.

- Impact 4.5.4- Sensitive land uses would not be exposed to aircraft noise in excess of applicable noise standards for land use compatibility. This is considered a less than significant impact.

- Impact 4.5.5- Subsequent development associated with the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in new noise-sensitive land uses encroaching upon existing or proposed stationary noise sources or new stationary noise sources encroaching upon existing or proposed noise-sensitive land uses. This could result in a substantial permanent increase in ambient noise levels in the project vicinity above existing levels or could result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies. As a result, this impact is considered potentially significant. With implementation of General Plan policies, the impact would be less than significant.

- Impact 4.5.6- The proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in exposure of persons to or generation of excessive groundborne vibration levels. As a result, this impact is considered potentially significant. With implementation of mitigation measures 4.5.6, the impact would be less than significant.

- Impact 4.5.7- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), in combination with other development in nearby areas in Contra Costa County, would increase transportation noise along area roadways as a result of concentrating high density residential and commercial activities along major corridors. This would be a cumulatively considerable impact that remains significant and unavoidable with mitigation. Resolution 2010-88 adopted a statement of overriding consideration for this significant and unavoidable impact citing economic and sustainability benefits and included the following rationale: 1) Locating residential projects adjacent to commercial development allows for greater pedestrian and bicycle access for those residents to commerce, employment opportunities, and transit which reduces vehicle trips and increases the sustainability of the community; and 2) Including residential uses along predominantly commercial corridors provides urban-level activity and potential patrons for existing and future commercial uses, conferring an economic benefit to the city.

Project Consistency with the 2010 FEIR

4.13(a) (Increase in Ambient Noise) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined that implementation of the General Plan may have potentially significant impacts that could be reduced to less than significant with mitigation. The proposed Project consists of a multi-family residential development in the Appian Way corridor, consistent with the land use, zoning and State Density Bonus Law. Consistent with the 2010 FEIR mitigation measures 4.5.3a and 4.5.6, a project level noise study (**Appendix G**) was conducted that evaluates ambient noise conditions and provides recommendations to minimize potential noise conflicts.

Although the effect of ambient noise on the Project is not considered an environmental impact under CEQA, the Project is subject to condition of approval (COA) NOI-1, which requires noise insulation features in order to achieve the interior noise standard of 45 dBA (A-Weighted sound level), pursuant to mitigation measure 4.5.3a. In general, projects exposed to greater than 65 dBA and not exceeding 75 dBA day-night average sound level (DNL) require a minimum of 5 dB additional sound attenuation for buildings with noise-sensitive uses. Residential units proposed along the north façade of the proposed building, facing Fitzgerald Drive, would be exposed to future exterior noise levels up to 69 dBA DNL. Units located on the western and eastern façades of the proposed building would be partially shielded from traffic noise; however, exterior noise levels up to 66 dBA DNL are anticipated. Additionally, the unit-by-unit acoustical analysis required by COA NOI-1 will identify any units that will require additional sound attenuation measures to achieve the interior noise standard of 45 dBA.

Development introduced onsite will result in noise at operation, including from outdoor uses, HVAC and mechanical equipment, driveways, and parking areas. The greatest potential noise source generated by the proposed Project would be vehicular traffic. As concluded in the Noise Report, the addition of the proposed project trips to the existing traffic along Fitzgerald Drive would result in no measurable change to the existing traffic noise levels and concluded that impacts would be less than significant.

The proposed site plan shows that mechanical, electrical and plumbing rooms are located on the west side of the building and fully enclosed, which would ensure that mechanical equipment noise at operation would be undetectable offsite. Therefore, potential impact from a permanent increase in noise levels as result of Project operation would be less than significant. Furthermore, like any use within the City, the ongoing use at the Project would be subject to the noise regulations under Chapter 8.35 of the Pinole Municipal Code and any enforcement actions to remediate violations.

The 2010 FEIR concluded that construction activities could result in a substantial temporary or periodic increase in ambient noise levels, and that impacts would be less than significant. Due to the short-term nature of construction noise, the intermittent frequency, and required compliance with Municipal Code standards, the 2010 FEIR determined that construction noise level increases will not result in an increase in ambient noise levels in excess of applicable standards. During construction, the Project will result in a temporary noise increase from construction equipment, activities, and material deliveries. Construction activities and associated noise would be restricted by construction hours under Section 15.02.070 of the Pinole Municipal Code, which is intended to minimize nuisances due to construction noise and has a standard allowance of work from 7:00am to 5:00pm on weekdays that are non-federal holidays and from 9:00am to 6:00pm on Saturdays, provided that work is interior. Compliance with construction hours and best management practices to minimize noise during construction activities is imposed under COA NOI-1.

Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.13(b) (Groundborne Vibration) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR determined that impacts from groundborne vibrations could be potentially significant and would be reduced to less than significant levels with implementation of mitigation measure 4.5.6. The project level noise study included an analysis of Project related groundborne vibration in compliance with mitigation measure 4.5.6. The Project would not result in long-term and excessive groundborne vibration and groundborne noise once it is operational as residential use. During the course of construction, the Project may generate temporary and intermittent groundborne vibrations and noise through the operation of construction equipment, material hauling, and earthwork. The proposed project would not require pile driving, which can cause excessive vibration. The noise study determined that while groundborne vibration from Project construction may be perceptible, it is not expected to cause risk of building damage in the vicinity. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.13(c) (Airfield Noise) No Change Relative to the 2010 FEIR: The 2010 FEIR determined that noise impacts due to the proximity of an airfield would be less than significant. The city is not located within the vicinity of a private airstrip or an airport land use plan, nor is it within two miles of a public airport or public use airport. The nearest airports are the San Rafael Airport (approximately 12 miles west) and Buchanan Field Airport (approximately 13 miles east) of the city. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

MM 4.5.3a The following policy shall be incorporated into the Health and Safety Element under Goal HS.8: New development of noise-sensitive land uses will not be permitted in areas exposed to existing or planned transportation noise sources that exceed the levels specified in Policy HS.8.1 of the proposed General Plan Update unless the project design includes measures to reduce exterior and interior noise levels to those specified in Policy HS.8.1 of the proposed General Plan Update.

Status: Applicable. A project-specific noise study has been prepared and identifies ambient noise levels that exceed standards due to existing traffic noise on Fitzgerald Drive. To ensure that interior noise standards for new residents are achieved, and that the project does not introduce a potential conflict due to noise incompatibility, the Project is subject to Condition of Approval NOI-1, which requires sound-rated windows on facades with elevated noise levels, and that interior noise levels within individual units be verified by an acoustical analysis to identify

appropriate sound attenuation measures and that this be provided to the City prior to final of the building permit.

MM 4.5.3b The following policy shall be incorporated into the Health and Safety Element under Goal HS.8: Require site-specific noise studies for noise-sensitive projects which may be affected by railroad noise and incorporate noise attenuation measures into the project design to reduce any impacts.

Status: Not applicable. The Project is not located in the immediate vicinity to a railroad.

MM 4.5.6 The following mitigation shall be implemented as an action under Policy HS 8.1: 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.

Status: Applicable. A project-specific noise study was prepared that identifies practicable noise reduction strategies, which are imposed and augmented as environmental conditions of approval NOI-2 set forth below.

Conclusion and Environmental Conditions of Approval

The Project would not result in any new or more severe impacts to noise relative to what was identified the 2010 FEIR. The Project is in compliance with mitigation measure 4.5.3a and 4.5.6, through the project noise analysis, with implementation of the following recommendations in the noise report:

NOI-1: The following measures shall be incorporated to reduce interior noise levels to 45 dBA DNL or less at residential interiors:

1. Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all residential units on the project site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.
2. Residential units along the northern building façade should be provided with windows and doors having a minimum rating of 30 Sound Transmission Class (STC) and adequate forced-air mechanical ventilation in order to meet the interior noise threshold of 45 dBA DNL.
3. Residential units along the western and eastern building façades should be provided with windows and doors having a minimum rating of 28 STC and adequate forced-air mechanical ventilation in order to meet the interior noise threshold of 45 dBA DNL.
4. A qualified acoustical specialist shall conduct a unit-by-unit analysis of interior residential noise levels and recommend building treatments to reduce interior noise levels to 45 dBA DNL or less. Treatments would include, but are not limited to, sound-rated windows and doors, sound-rated wall and window constructions, acoustical caulking, protected ventilation openings, etc. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to final of a building permit.

NOI-2: Construction activities including delivery and hauling shall comply with construction hours as provided under Pinole Municipal Code Section 15.02.070 and in accordance with construction best management practices for minimizing noise including:

1. Construction shall be limited to the hours of 7:00 a.m. to 5:00 p.m. Monday through Friday, excluding holidays. 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. Any work outside of these hours by the construction contractors should require a special permit from

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the City Manager. There should be compelling reasons for permitting construction outside of these designated hours.

2. Construct temporary noise barriers, where feasible, to screen adjoining land uses. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
3. The contractor shall use “new technology” power construction equipment with state-of-the-art noise shielding and muffling devices. All internal combustion engines used on the project site shall be equipped with adequate mufflers and shall be in good mechanical condition to minimize noise created by faulty or poorly maintained engines or other components.
4. The unnecessary idling of internal combustion engines shall be prohibited.
5. Staging areas and stationary noise-generating equipment shall be located as far as possible from noise-sensitive receptors.
6. Ensure that generators, compressors, and pumps are housed in acoustical enclosures.
7. Locate cranes as far from adjoining noise-sensitive receptors as possible.
8. Substitute nail guns for manual hammering and electrically powered tools for noisier pneumatic tools, where feasible.
9. A “noise disturbance coordinator” shall be designated to respond to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., beginning work too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. A telephone number for the disturbance coordinator would be conspicuously posted at the construction site.

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4.14. POPULATION AND HOUSING

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Sources: City of Pinole General Plan/Specific Plan and EIR.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated potential impacts to Population and Housing in Chapter 4.2 including the Three Corridors Specific Plan area and determined the following:

- Impact 4.2.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in slight population, housing, and employment increases within the Planning Area.

- Impact 4.2.2- Subsequent land use activities associated with implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would not result in the displacement of substantial numbers of housing units and/or persons. This is a less than significant impact.

- Impact 4.2.3- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would not result in substantial population, housing, and employment increases in Contra Costa County and the Bay Area. This is less than cumulatively considerable.

Project Consistency with the 2010 FEIR

4.14(a) (Induced Substantial Growth). No Change Relative to the 2010 FEIR: The 2010 FEIR determined that impacts from induced substantial population growth would be less than significant. The Project is consistent with the planned development potential analyzed in the 2010 FEIR. As an infill development, the Project is located within a developed environment served by existing infrastructure. The 2010 FEIR indicated directing growth toward infill and redevelopment sites in areas close to existing transit, retail, jobs, infrastructure, and other amenities would reduce the potential environmental impacts of growth in the city. The Project proposes 223 residential units, which is within the projected 1,076 units for the Specific Plan corridors analyzed in the 2010 FEIR, and more specifically the projected 633 units within the Appian Way corridor. Since the adoption of the General Plan and Specific Plan, the city has experienced substantial development of residential units in the Specific Plan corridors – to date only one other residential project has been approved, the Appian Village Project with 214 unit, but has not yet been constructed. The Project would introduce a higher density residential development consistent with the increased residential development as planned for the Three Corridors Specific Plan, the General Plan, and as provided through the State Density Bonus law. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

4.14(b) (Displacement). No Change Relative to the 2010 FEIR: The 2010 FEIR determined that impacts from displacement would be less than significant. The General Plan and Specific Plan have designated areas for the

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development of housing in the Appian Way Corridor and throughout the city, with the intent to increase the amount and variety of housing opportunities. The Project involves the development of new housing units without demolishing existing housing units or causing displacement. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

There are no applicable 2010 FEIR mitigation measures to this Project.

Conclusion

The Project would not result in any new or more severe impacts to population and housing relative to what was identified in the 2010 FEIR. The Project consists of development consistent with the projected growth under the General Plan and Specific Plan.

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4.15. PUBLIC SERVICES

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Sources: City of Pinole General Plan/Specific Plan and EIR; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated potential impacts to Public Services and Utilities in Chapter 4.12 including the Three Corridors Specific Plan area and determined the following:

Fire Protection

- Impact 4.12.1.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) could result in increased demand for fire protection and emergency medical services within the GPU Planning Area. This is a less than significant impact.

- Impact 4.12.1.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), along with other planned development and redevelopment within the GPU Planning Area, would contribute to the cumulative demand for fire protection and emergency medical services. This is less than cumulatively considerable impact.

Law Enforcement Services

- Impact 4.12.2.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in increased demand for law enforcement services within the GPU Planning Area. This is a less than significant impact.

- Impact 4.12.2.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), along with other planned development and redevelopment within the GPU Planning Area, would contribute to the cumulative demand for law enforcement services. This is less than cumulatively considerable impact.

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Public Schools

- Impact 4.12.3.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would increase student enrollment within the WCCUSD and may require new school facilities and related services. This is a less than significant impact.

- Impact 4.12.3.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), as well as potential development within the cumulative setting area, would result in cumulative public school impacts. These public school impacts are less than cumulatively considerable.

Park and Recreational Facilities

- Impact 4.12.4.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would increase the demand for existing facilities and require additional parks and recreational facilities. This is a less than significant impact.

- Impact 4.12.4.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), in combination with other reasonably foreseeable development, would require additional park and recreation facilities within the GPU Planning Area. This would be less than cumulatively considerable.

Project Consistency with the 2010 FEIR

4.15(a) (Public Services) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR concluded that, with policies set forth in the General Plan, public services impacts would be less than significant. Given the focus on infill development and the compact urban form in the General Plan and Specific Plan, the 2010 FEIR determined impacts to emergency response times would be less than significant. Fire and Police services share the Public Safety Building located at 880 Tennent Avenue. The typical automobile travel time between this location (City Hall) and the Project site is approximately six minutes. The 2010 FEIR analyzed the impacts of intensification of development under the General Plan and the Three Corridors Specific Plan on emergency services response times. Development intensification is expected to generally increase traffic and therefore increase the likelihood of conflicts with existing emergency response and/or emergency evacuation plans by making emergency response activities more difficult and increasing response times. However, the 2010 FEIR concluded that there is a less than significant impact on emergency services because development activities would include roadway improvements to ensure adequate access and traffic management.

General Plan policies CS.2.1 and CS.2.3.5 call for 5-minute response times from the Police Department and the Fire Department. Police and Fire vehicles travel more swiftly than typical vehicles using sirens and bypassing traffic lights, and therefore Fire and Police services are expected to be able to reach the site with adequate response times. The only roadway improvement implemented by the project will be an adjacent pedestrian crossing of Fitzgerald Drive. The Project will not negatively impact the emergency response times to the area. Therefore, Police and Fire services are expected to be able to reach the site with adequate response times.

The 2010 FEIR determined that General Plan buildout would increase demand for Fire and Emergency response services but indicated that agencies would receive a portion of funding from property taxes and development impact fees. Impacts to Fire and Emergency services and response were determined to be less than significant and be less than cumulatively considerable. Similarly, impacts on Police services were determined to be less than significant and less than cumulatively considerable by the 2010 FEIR, which found that no new or expanded facilities were needed to maintain service and funding from property taxes on new development would be received as development occurs. Upon review of the proposed development plans for the Pinole Vista Project, the Fire and Police Departments did not indicate concerns about response times or the capacity to provide services to the Project. New development projects are subject to the payment of development impact fees to fund the incremental increase in demand for services. The Project is subject to development impacts fees and is consistent with the development potential analyzed in the 2010 FEIR. As such, the Project would not result in an impact more significant than the less than significant impact identified

in the 2010 FEIR.

The Project, as a multifamily residential development, could potentially create direct impacts on educational services provided by schools. The 2010 FEIR determined that impacts associated with increased student enrollment to schools would be less than significant. The 2010 FEIR also determined that the cumulative impacts of General Plan buildout to schools would be less than cumulatively considerable. The determination indicated that new schools planned within the West Contra Costa Unified School District (WCCUSD) would have the capacity to accommodate future development. Additionally, development would be subject to payment of school fees to mitigate potential impacts. WCCUSD monitors development in the district and assesses school fees on new residential and commercial development to fund facility improvements. Confirming the payment of school fees is a standard part of the building permit process. As a multi-family residential development, the Project would be subject to development impact fees. Therefore, the Project would result in less than significant impacts to schools consistent with the determination made in the 2010 FEIR.

The increase in demand for parks and recreational facilities associated with population growth and development was considered in the 2010 FEIR. The Project is consistent with the projected build out analyzed in the General Plan and Specific Plan EIR, which determined impacts to existing parks and recreational resources would be less than significant and cumulative impacts would be less than cumulatively considerable. As described in 4.16 Recreation, new residents would have access to existing parks and recreational facilities in the City of Pinole, and the Project is subject to development impact fees to fund maintenance, acquisition, and development of City of Pinole facilities. Therefore, the Project will not result in a new significant impact or substantially increase the severity of a previously identified significant impact relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

There are no applicable 2010 FEIR mitigation measures to this Project.

Conclusion

The Project would not result in any new or more severe impacts to public services relative to what was identified in the 2010 FEIR. The Project consists of development consistent with the General Plan and Specific Plan and would offset potential incremental increase in the use of services through required development impact fees.

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4.16. RECREATION

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
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?	☐	☐	☐	☒

Sources: City of Pinole General Plan/Specific Plan and EIR; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022; and the City of Pinole Recreation Department, Park and Facilities, accessed May 2022.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated potential impacts to recreational parks and facilities in Chapter 4.12, Public Services and Utilities and determined the following:

- Impact 4.12.4.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would increase the demand for existing facilities and require additional parks and recreational facilities. This is a less than significant impact.

- Impact 4.12.4.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), in combination with other reasonably foreseeable development, would require additional park and recreation facilities within the GPU Planning Area. This would be less than cumulatively considerable.

Project Consistency with the 2010 FEIR

4.16(a-b) (Deterioration of Parks, Additional Recreational Facilities) No Change Relative to the 2010 FEIR: The Project is not expected to result in substantially more significant impacts to parks or recreational facilities as compared to the impacts analyzed in the 2010 FEIR. Pinole contains a total of 14 parks. One of these parks, the Canyon Drive Park (0.5 acres), is located approximately 0.5 miles to the northeast of the Project site. Additionally, East Bay Regional Park District (EBRPD) manages approximately 95,000 acres of open space and preserves providing regional amenities to Pinole residents, including access to the San Francisco Bay Trail.

New residents introduced by the Project would increase use of surrounding parks and recreational facilities. While the anticipated increase would be consistent with the expected use generated by the Three Corridors Specific Plan, increased use by the residents of the proposed development on existing local and regional Parks is not expected to cause substantial or accelerated physical deterioration However, the City of Pinole periodically updates the Recreation Park and Facility Master Plan in accordance with General Plan Action CS.1.3.4 to monitor the condition of recreational facilities and ensure community needs are adequately addressed. Pursuant to Action CS.3.1.1 the Master Plan is used to identify areas that underserved by recreation facilities and identify opportunity sites that may satisfy existing and projected park and recreation needs. The Project is in compliance with Action CS3.4.3, which directs that the Recreation Department review development proposals. The Recreation Department was routed the development proposal and determined that existing park and recreation facilities were adequate to meet recreational demands of the Project. Additionally, the Project, would include two courtyards for passive outdoor recreation of residents including gathering spaces, a fire pit, recreational lawn, BBQ areas, and bench seating. Furthermore, the Project includes an onsite fitness room for

active recreation and a club room. As a multi-family development, the Project is also subject to Development Impact Fees, levied by the City per Resolution No. 2018029/4-3-2018 or as subsequently amended, which are used to fund maintenance, acquisition, and development of Pinole parks and recreational facilities.

Potential impacts to recreational facilities within the City of Pinole as a result of new development have been identified and analyzed under the 2010 FEIR, which concludes that build out will have a less than significant impact on recreational facilities. Population growth as a result of the Project is within the growth anticipated in the General Plan and the Three Corridors Specific Plan. Therefore, the Project would not put further pressure on recreational amenities thereby requiring construction or expansion of such facilities relative to what was analyzed in the 2010 FEIR. The Project would likely increase the use of existing neighborhood and regional parks such that physical deterioration of facilities could occur or be accelerated. However, the Project is subject to Development Impact Fees that would fund maintenance among acquisition, and development of Pinole parks and recreational facilities Therefore, impacts related to the increased use, deterioration, construction, or expansion of recreational facilities are not expected to be substantially new or more severe relative to the 2010 FEIR as a result of the proposed Project.

Applicable 2010 FEIR Mitigation Measures

There are no applicable 2010 FEIR mitigation measures to this Project.

Conclusion and Environmental Conditions of Approval

The Project would not result in any substantially new or more severe impacts to recreation relative to what was identified in the 2010 FEIR. The Project consists of residential development anticipated by the Three Corridors Specific Plan and General Plan Update overall and will be subject to all applicable Development Impact Fees including the Parks and Recreation fee.

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4.17. TRANSPORTATION

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Would the project 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?	☐	☐	☒	☐

Sources: City of Pinole General Plan/Specific Plan and EIR; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022; Technical Advisory on Evaluating Transportation Impacts in CEQA, prepared by the State of California Governor's Office of Planning and Research, December 2018; Traffic Analysis, prepared by W-Trans, dated January 27, 2022; Vehicle Miles Traveled Evaluation, prepared by W-Trans, dated August 27, 2021; and Draft Transportation Demand Management Plan, prepared by W-Trans, dated February 2, 2022.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated potential impacts to Traffic and Circulation in Chapter 4.4 including the Three Corridors Specific Plan area and determined the following:

- Impact 4.4.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in an increase in freeway mainline volumes during the AM and PM peak hours. This is considered a significant impact and remains significant and unavoidable with mitigation. Resolution 2010-88 adopted a statement of overriding consideration citing economic and sustainability benefits as follows: 1) Locating residential projects adjacent to commercial development allows for greater pedestrian and bicycle access for those residents to commerce, employment opportunities, and transit which reduces vehicle trips and increases the sustainability of the community; and 2) Including residential uses along predominantly commercial corridors provides urban-level activity and potential patrons for existing and future commercial uses, conferring an economic benefit to the city.

- Impact 4.4.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in an increase in volume to capacity (v/c) ratios and a decrease in LOS on study intersections during the AM and PM peak hours. This is considered a potentially significant impact and is reduced to less than significant with modification to the LOS policy allowing for LOS F standard within Old Town.

- Impact 4.4.3- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would conflict with the multimodal transportation service objectives (MTSOs) identified in the West County Action Plan. This is considered a significant impact and is remains significant and unavoidable with mitigation. Resolution 2010-88 adopted a statement of overriding consideration citing a sustainability benefit and included the following rationale: Locating residential projects along commercial corridors allows for greater access to commerce, employment opportunities, and transit which reduces vehicle trips and increases the sustainability of the community.

- Impact 4.4.4- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in changes to the circulation network. However, the changes would not increase hazards due to design features or incompatible uses. This is considered a less than significant impact.

- Impact 4.4.5- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in an increase in vehicular traffic and changes to the roadway network, which may potentially increase emergency access conflicts. This is considered a less than significant impact.

- Impact 4.4.6- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would support continued and expanded transit use, bicycling, and walking throughout the city, although changes to the roadway network may potentially affect bus operations. This is considered a less than significant impact.

- Impact 4.4.7- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would result in cumulative transportation impacts. This impact is cumulatively considerable and is reduced to less than cumulatively considerable with mitigation.

- Impact 4.4.8- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would conflict with the multimodal transportation service objectives (MTSOs) identified in the West County Action Plan. This impact is cumulatively considerable and remains significant and unavoidable with mitigation. Resolution 2010-88 adopted a statement of overriding consideration for this significant and unavoidable impact citing a sustainability benefit and included the following rationale: Locating residential projects along commercial corridors allows for greater access to commerce, employment opportunities, and transit which reduces vehicle trips and increases the sustainability of the community.

- Impact 4.4.9- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) in combination with pending or approved major projects within the city as well as consideration of regional activities, would result in changes to the circulation network. The changes are not anticipated to increase hazards due to design features or incompatible uses. This impact is less than cumulatively considerable.

- Impact 4.4.10- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) in combination with pending or approved major projects within the city as well as consideration of regional activities, would result in an increase in vehicle traffic and changes to the roadway network, which may potentially increase emergency access conflicts. This impact is less than cumulatively considerable.

- Impact 4.4.11- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) in combination with pending or approved major projects within the city as well as consideration of regional activities, would support continued and expanded transit use, bicycling, and walking throughout the city, although changes to the roadway network may potentially affect bus operations. This impact is cumulatively considerable and with mitigation is reduced to less than cumulatively considerable.

Level of Service to Vehicle Miles Traveled

Level of service (LOS) has historically been used as a standard measure of traffic service within the City of Pinole. Pursuant to SB 743, as of July 1, 2020, lead agencies are required to evaluate transportation impacts of a project using a Vehicle Miles Traveled (VMT) metric, which focuses on balancing the needs of congestion management with statewide goals related to infill development, promotion of public health through increased active transportation facilitated by closer proximity to alternative travel modes and reduces greenhouse gas emissions.

In December 2018, the California Governor's Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA, which provides recommendations for evaluating a project's transportation impact using a VMT metric, thresholds of significance, and mitigation measures. Pursuant to Government Code Section 15064.3(b), lead agencies have discretion to select the most appropriate methodology for evaluating a project's VMT impacts. To date (May 2022) the City of Pinole has not adopted VMT thresholds or guidelines. In the absence of locally adopted thresholds at the time of review of the proposed Project, the City of Pinole is relying upon recommendations set forth in OPR's Technical Advisory. The Advisory provides qualitative thresholds for which projects are considered to have characteristics that will not result in significant VMT impacts and are therefore not required to conduct transportation analyses. Examples of project types that screen out from additional VMT impact analysis include projects that are consistent with the applicable Sustainable Communities Strategy (SCS) and do not exceed a level of 15 percent existing VMT per capita, which may be measured as regional VMT per capita or as city VMT per capita.

Vehicle Miles Traveled (VMT) Screening Analysis

In accordance with SB 743, a VMT Screening Analysis was completed for the Project (**Appendix H-1**). Senate Bill (SB) 743 established a change in the metric to be applied for determining traffic impacts associated with development projects. The project-related VMT impacts were assessed based on guidance provided by the California Governor's Office of Planning and Research (OPR) in the publication Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory, 2018.

Transportation Demand Management Plan

A draft Transportation Demand Management Plan (TDM) was prepared by W-Trans (**Appendix H-2**) which details measures to be undertaken by the Pinole Vista Project during operation and carried out by a designated Transportation Coordinator staff person to promote a reduction in vehicle trips. The measures described are intended to increase usage of transit services, increase incidence of carpooling, and increase the rate at which residents choose to walk or bike.

Project Consistency with the 2010 FEIR

4.17(a) (Conflicts with Plans, Policies, Ordinances) No Substantial Change Relative to the 2010 FEIR: The 2010 FEIR concluded that the General Plan Update, Three Corridors Specific Plan, and Zoning Code Update would conflict with the multimodal transportation service objectives (MTSOs) identified in the West County Action Plan and that impact would be significant and unavoidable.

The Project is consistent with the land use designation established through the Three Corridors Specific Plan, and as provided through the State Density Bonus Law. The Traffic Analysis (**Appendix H)** estimates that the Project would be expected to generate an average of 1,213 trips per day, including 80 trips during the a.m. peak hour (between 7:00-9:00 am) and 98 trips during the p.m. peak hour (between 4:00-6:00 pm). This represents a net 877 daily trip decrease from the previous department store use, with a 27-trip net increase in AM peak and 80 trip net decrease in PM peak trips. The Project's Traffic Analysis indicates that overall, the study intersections, as described in the Traffic Analysis, and Project driveways operate at mid-LOS D or better under existing plus Project conditions. Per the City of Pinole's level of service (LOS) standards, the minimum desired service level for intersections located on Fitzgerald Drive is LOS D. Therefore, the Project will not conflict with the City's LOS policy.

The Three Corridors Specific Plan identifies roadway improvements on Appian Way. The closest of these improvements to the Project site are proposed on Appian Way between Mann Drive and Dalessi Lane and include a five to six-foot bicycle lane and two 11-foot travel lanes in each direction with a median/turn lane.

The Project would not conflict with the plans for bicycle lanes on Appian Way and would be subject to the City's development impact fees as well as the development fee for the West County Subregional Transportation Mitigation Program (STMP) for proportional contribution towards the improvements listed in the Three Corridors Specific Plan. Environmental condition of approval (COA) TRAN-1 incorporates the requirement for proportional contribution towards the improvements as listed above and identified in the Three Corridors Specific Plan.

The 2010 FEIR imposed mitigation measure 4.4.11 which is relevant to this project. Mitigation measure 4.4.11 directs the city to work with transit to construct additional bus turnouts along Pinole roadways including Fitzgerald Drive. Correspondence with WestCAT indicated that bus turnouts are Fitzgerald Drive are sufficient

to provide adequate transit access and requested that bus stops be upgraded to shelters. The Project site is served by Transit via West Contra Costa Transit Authority (WestCAT) Route 16 on weekdays and Route 19 on Saturday, and by Alameda Contra Costa Transit District (AC Transit) Bus Route 70 all day throughout the week and Route 376 at nights throughout the week. WestCAT Route 16 and Route 19 provide fixed-route bus services in the cities of Hercules and Pinole and serve stops on both sides of Fitzgerald Lane at Pinole Vista Shopping Center in which the Project is located. AC Transit Route 70 provides fixed route bus services to the cities of El Sobrante, Pinole, Richmond, and San Pablo. AC Transit Route 376 provides service to the cities of El Cerrito, Richmond, North Richmond, Pinole, and San Pablo. Both AC Transit bus routes serve stops at the Pinole Vista Shopping Center. WestCAT Route JPX which also serves the Project site on weekday off-peak times is currently out of service. The Project proposes to retrofit three adjacent bus stops into covered bus shelters to improve comfort, convenience, and access to bus transit proximity to the Project site.

As such, the Project will not result in new or more severe impacts beyond those analyzed in the 2010 FEIR by way of increasing VMT impacts.

4.17(b) (Conflict with 15064.3(b) VMT) No Substantial Change Relative to the 2010 FEIR: Following adoption of the General Plan, Specific Plan, and Zoning Code Updates, and certification of the 2010 FEIR, SB 743 went into effect, changing how transportation impacts must be evaluated under CEQA. Under SB 743, lead agencies are required to evaluate transportation impacts of a project using a VMT metric which focuses on balancing the needs of congestion management with statewide goals.

Absent locally adopted VMT thresholds, the City of Pinole is relying upon the Technical Advisory for Evaluating VMT issued by the Office of Planning Research. As provided in the Technical Advisory, several types of land use projects screen out from the need for further VMT analysis if certain criteria are met. Residential project generating vehicle travel that is 15 or more percent below the existing countywide residential VMT per capita may indicate a less than significant VMT impact. Data from the Contra Costa Transportation Authority (CCTA) 2020 travel demand model indicates that the county has a baseline average residential VMT of 17.3 miles per capita. 15 percent of 17.3 miles per capita is 14.7 miles per capita. The Project is located in a traffic analysis zone (TAZ 10190) with a baseline VMT per capita of 13.6 miles, which is less than the VMT screening threshold of 14.7 miles per capita. Therefore, consistent with OPR's VMT Advisory it can be determined that the Project will not conflict with CEQA Guidelines section 15064.3, subdivision (b).

Nonetheless, in an effort to minimize VMT for all new development projects, in accordance with Action SE.7.8.1, COA TRAN-5 requires a project-level Transportation Demand Management (TDM) Plan to be prepared and submitted to the Development Services Department for review and approval prior to issuance of the certificate of occupancy. The draft TDM Plan prepared for the Project (**Appendix H-2**) details four measures including: 1) a transit pass subsidy; 2) a ridesharing program; 3) an education, outreach, and marketing initiative; and 4) a bikeshare program. The TDM Plan measures are estimated to reduce trips by 5.7% with the greatest reductions coming from the transit pass subsidy (2.4% reduction) and the education, outreach, and marketing initiative (2.3% reduction).

As such, the Project will not result in new or more severe impacts beyond those analyzed in the 2010 FEIR by way of conflicting with local plans, policies, and ordinances.

4.17(c) (Geometric Design Feature Hazard) No Substantial Change Relative to the 2010 FEIR: The FEIR concluded that transportation and circulation improvements would be implemented over time and would be designed and constructed consistent with local, regional, and federal standards and as such would result in less than significant impacts related to a geometric design features or incompatible uses.

Access to the Project will be provided via two existing driveways from Fitzgerald Drive on the north portion of the site. Internal circulation on the site will occur via 27 to 29 foot wide drive aisles in the reconfigured parking lot that will provide access to 275 vehicle parking stalls.

The Project would be required to comply with the public realm standards and design guidelines established in the Three Corridors Specific Plan. Consistent with Policy 1 (safe and efficient movement of people and goods) and Policy 2 (road and intersection improvements to consider pedestrian and traffic safety) of the Three Corridors Specific Plan, the Project is subject to COA TRAN-2 which requires that signage, trees, and landscaping elements within a clear vision triangle, including driveways and street intersections, maintain clear

sight lines at heights between two and one-half feet and seven feet, pursuant to Pinole Zoning Code Section 17.98.020.

The Project's Traffic Analysis (**Appendix H**) recommends reconstruction of the westerly driveway to the Project site such that it is at grade with Fitzgerald Drive as opposed to the existing condition which exhibits a steep slope. COA TRAN-3 requires reconstruction of the westerly driveway to the Project site such that it is at grade with Fitzgerald Drive to improve sightlines.

Within the project vicinity, sidewalks are present along both sides of Fitzgerald Drive, including along the Project site frontage. Internal pedestrian walkways proposed on the Project site would connect to the existing pedestrian facilities on Fitzgerald Drive. Additionally, the Project proposes a pedestrian connection, in the southern portion of the site, between the proposed development and the existing pedestrian walkway in front of the commercial buildings of the Pinole Valley Shopping Center east of the site. As such, on-site pedestrian facilities serving the project site would be adequate.

The Project's Traffic Impact Study (**Appendix H**) recommends off-site improvements to the unsignalized pedestrian cross walk at the intersection of Fitzgerald Drive and the easterly driveway to the Project for pedestrian safety. These recommended improvements include a pedestrian-refuge median island along with high visibility continental markings and yield line striping with a flashing "Yield Here to Pedestrian" sign. COA TRAN-4 requires these improvements at the intersection of the easterly driveway to the Project and Fitzgerald Drive.

As such, the Project will not result in new or more severe impacts beyond those analyzed in the 2010 FEIR by way of introducing a hazardous design feature.

4.17(d) (Emergency Access) No Substantial Change Relative to the 2010 FEIR: The FEIR concluded that impacts related to emergency access would be less than significant as individual development projects are required to be reviewed for compliance with emergency access standards set forth by the City's public safety officials. During construction activities, temporary lane closures on Fitzgerald Drive are expected to occur during frontage improvements and utility work that will be coordinated with Fire, Police, and emergency responders to ensure that through access in maintained and adequate response times are achievable as discussed in Section 4.15(a).

The Project's circulation plan has been reviewed by the Fire and Public Works Departments. Site circulation was determined to be adequate, including sufficient turning radii and drive aisle widths to allow for fire truck access to the proposed project. Therefore, emergency vehicle access would be adequate under the proposed project and there would be no new or more severe impacts related to emergency access as a result of project implementation relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

MM 4.4.11 Work with WestCAT and AC Transit to construct additional bus turnouts along the following Pinole Roadways: San Pablo Avenue, Pinole Valley Road, Appian Way & Fitzgerald Drive.

Status: Applicable. The City should coordinate with AC Transit and WestCAT to identify any needed improvements to transit facilities serving Fitzgerald Drive and intent and timing to resume WestCAT route JPX.

Conclusion and Environmental Conditions of Approval

The Project would not result in any new or more severe impacts to traffic and circulation including transportation relative to what was identified the 2010 FEIR. As conditioned, the Project would be generally consistent with the Three Corridors Specific Plan by introducing identified improvements and by maintaining adequate emergency access. The following environmental conditions of approval are imposed in compliance with the Three Corridors Specific Plan:

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TRAN-1: Prior to the issuance of Building Permit, the applicant shall provide the Project's fair share contribution as established by the City towards multi-modal improvements in the Project vicinity as identified in the Three Corridors Specific Plan.

TRAN-2: To maintain adequate sight lines at the project driveways, pursuant to Pinole Municipal Code Section 17.98.020, signage, trees, and other landscaping features within the clear vision triangle at driveway and street intersections shall be maintained such that visibility is maintained between thirty (30) inches and seven (7) feet. The applicant shall be responsible for maintaining adequate sight lines from the project driveways, on-street parking on Fitzgerald Drive is prohibited, and vegetation shall be trimmed to about one foot in height on the west sides of the driveways.

TRAN-3: Prior to final occupancy, the applicant shall reconstruct the westerly driveway to the Project site such that it is at grade with Fitzgerald Drive to improve sightlines.

TRAN-4: Prior to final occupancy, the applicant shall construct a pedestrian-refuge median island along with high visibility continental markings, yield line striping, and a flashing "Yield Here to Pedestrian" sign at the intersection of the easterly driveway to the Project and Fitzgerald Drive.

TRAN-5: Prior to issuance of the certificate of occupancy, a final Transportation Demand Management Plan shall be provided to the Development Services Department for review and approval. The TDM Plan shall include example materials that will be used to educate residents about the programs, designate a staff position as the Transportation Coordinator, and detail the program implementation schedule which should commence with occupation of the building.

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4.18. TRIBAL CULTURAL RESOURCES

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
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:	☐	☐	☒	☐
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), or				
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.	☐	☐	☒	☐

Sources: City of Pinole General Plan/Specific Plan and EIR; Plan Set, prepared by Trachtenberg Architects, dated June 27, 2022; Archaeological Survey Report, prepared by Alta Archeological Consulting, October 2021; and AB 52 Notification issued by the City of Pinole January 5, 2022.

According to Public Resources Code (PRC) Section 21074, tribal cultural resources are defined as follows:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or
    b. Included in a local register of historical resources as defined in PRC Section 5020.1(k).
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying the criteria set forth in PRC Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.
3. A cultural landscape that meets the criteria of PRC Section 21074(a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
4. A historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in PRC Section 21083.2(g), or a “non-unique archaeological resource” as defined in PRC Section 21083.2(h), if it conforms with the criteria of PRC Section 21074(a).

In accordance with PRC Section 21080.3.1(d), the City of Pinole provided written formal notification to the tribes below on January 5, 2022, which included a brief description of the proposed Project and its location, the City of Pinole contact information, and a notification that the Tribes have 30 days to request consultation. Notified tribal organizations include:

- The Ohlone Indian Tribe

- Amah Mutsun Tribal Band of Mission San Juan Bautista
- North Valley Yokuts Tribe
- The Confederated Villages of Lisjan
- Guidiville Indian Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- Chicken Ranch Rancheria of Me-Wuk Indians
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- Tule River Indian Tribe
- Wilton Rancheria
- Wuksache Indian Tribe/Eshom Valley Band

The City received a request to consult from The Confederated Villages of Lisjan on January 20, 2022. The City responded to the consultation request and provided the Tribe with materials and information, as well as draft conditions regarding training, treatment, and monitoring for buried archaeological and tribal cultural resources. Those conditions have been imposed on the project. No other responses from tribes or individual have been received requesting consultation.

General Plan and Specific Plan EIR Findings

As discussed above in Section 4.5 (Cultural Resources), the 2010 FEIR concluded that the project would (General Plan Update and Three Corridor Specific Plan) result in potentially significant impacts related to the discovery of buried cultural resources, which may include tribal cultural resources.

Project Consistency with the 2010 FEIR

4.18(a) (Listed or Eligible for Listing) No Substantial Change Relative to the 2010 FEIR: As described in 4.5 Cultural Resources, the Archaeological Assessment including a database review, records search, and archeological site survey to evaluate the site for recorded evidence of cultural resources, yielded negative results. However, ground surface visibility being poor or non-existent for a majority of the Project site due to hardscaped surfaces limited the effectiveness of the onsite survey for resources. Demolition and ground-disturbing activities from project development could result in potentially significant impacts to buried tribal resources eligible for listing if present. Environmental conditions of approval TCUL-1 will be imposed on the Project in compliance with mitigation measure 4.10.1b and 4.10.1c incorporated in the 2010 FEIR. Therefore, the Project would not result in new or more severe impacts relative to the 2010 FEIR as it relates to a tribal cultural resource that is 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).

4.18(b) (Significant Resources) No Substantial Change Relative to the 2010 FEIR: As described above, the City of Pinole provided notification of the Project to tribes and tribal organizations on January 5, 2022, consistent with AB 52. On January 20, 2022, the City received a formal request for consultation from The Confederated Villages of Lisjan tribe. The City proceeded with tribal consultation and provided draft environmental conditions of approval regarding training, monitoring, and treatment of buried archaeological and tribal cultural resources to The Confederated Villages of Lisjan tribe. Those conditions are imposed via TCUL-1. No other requests to enter into consultation were received on the Pinole Vista Project. Therefore, condition TCUL-1 is set forth below and includes presence of a approved monitor during excavation and initial earthwork and follow up with the tribe in the event that a resource or potential resource is encountered during construction.

As identified in the 2010 FEIR, archeological resources are prevalent in the Pinole area and have the potential to be encountered during build out of the Specific Plan. The Project site has a potential to contain buried tribal cultural resources that may be unearthed during construction. As such, development within the Project site has the potential to result in impacts to buried tribal cultural resources if encountered during construction. COA TCUL-1, set forth below, ensures that environmental conditions of approval set forth under the Cultural Resources discussion above are implemented. COA TCUL-1 provides for the protection of buried cultural resources, including tribal cultural resources, in the event of discovery. Therefore, the proposed Project would not result in new or more severe impacts relative to the 2010 FEIR.

Applicable 2010 FEIR Mitigation Measures

See Section 4.5 above, which identifies mitigation measures 4.10.1a, 4.10.1b, and 4.10.1c as set forth in the 2010 FEIR.

Conclusion and Environmental Conditions of Approval

The Project would not result in any new or more severe impacts to archaeological resource, including tribal cultural resources, relative to what was identified the 2010 FEIR. The Project has complied with measure 4.10.1a through the preparation of a project specific Historic Evaluation and an Archaeological Assessment, which identifies recommendations, imposed as environmental conditions of approval.

TCUL-1: To protect buried Tribal Cultural Resources that may be encountered during construction activities, the Project shall implement environmental COA CUL-1 and COA CUL-2.

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4.19. UTILITIES AND SERVICE SYSTEMS

Would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
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?	☐	☐	☒	☐

Sources: City of Pinole General Plan/Specific Plan and EIR; Plan Set, Utility Plan, prepared by Adobe Associates, Inc., Sheets C3.0, 3.1, dated March 22, 2021; and Stormwater Control Plan, prepared by Adobe Associates, Inc., March 2021.

General Plan and Specific Plan EIR Findings

The 2010 FEIR evaluated potential impacts to Public Services and Utilities in Chapter 4.12 including the Three Corridors Specific Plan area and determined the following:

Water Supplies/Infrastructure

- Impact 4.12.5.1- Implementation of the General Plan Update, Three Corridors Specific Plan, and Zoning Code Update would require additional water supplies, as well as additional water supply infrastructure, to meet the projected water demands. This is considered a less than significant impact.

- Impact 4.12.5.2- Implementation of the General Plan Update and its associated project components would contribute to the cumulative demand for water supply and associated infrastructure in EBMUD's service area. This is less than cumulatively considerable with the associated General Plan policies and actions, as well as Specific Plan standards and guidelines.

Wastewater

- Impact 4.12.6.1- Implementation of the General Plan Update, Three Corridors Specific Plan, and Zoning Code Update would increase wastewater flows and demand for sanitary sewer facilities. Increased flows could exceed the capacity of the wastewater conveyance, treatment, and disposal

systems at the City of Pinole Public Works Department and the West County Wastewater District. This is considered a less than significant impact.

- Impact 4.12.6.2- Implementation of the General Plan Update, Three Corridors Specific Plan, and Zoning Code Update could result in wastewater discharge that would exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board. This is considered a less than significant impact.

- Impact 4.12.6.3- Implementation of the General Plan Update, Three Corridors Specific Plan, and Zoning Code Update as well as existing, planned, proposed, approved, and reasonably foreseeable development in the City of Pinole Public Works Department and West County Wastewater District wastewater service areas, would increase wastewater flows and required additional infrastructure and treatment capacity to accommodate the anticipated demands. This proposed project's construction to this impact is considered to be less than cumulatively considerable.

Solid Waste

- Impact 4.12.7.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would increase solid waste generation and the demand for related services. This is considered a less than significant impact.

- Impact 4.12.7.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update), along with other existing, planned, proposed, approved, and reasonably foreseeable development within the West Contra Costa Integrated Waste Management Authority service area, would result in cumulative solid waste impacts. This is considered a less than cumulatively considerable impact.

Energy and Communication

- Impact 4.12.8.1- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) would require additional electric and natural gas supplies, along with conveyance facilities for these and telephone and cable television services. This is considered a less than significant impact.

- Impact 4.12.8.2- Implementation of the proposed project (General Plan Update, Three Corridors Specific Plan, and Zoning Code Update) as well as potential development in the surrounding areas, would result in an increase in cumulative utility service demands. The proposed project would have a less than cumulatively considerable impact on electrical, natural gas, telephone, and cable television services.

Project Consistency with the 2010 FEIR

4.19(a) (Relocation/Expansion of Utilities) No Change Relative to the 2010 FEIR: The FEIR concluded that buildout of the Three Corridors Specific Plan would increase demands for utilities and services systems including water, wastewater, storm drain, and energy and communications infrastructure and impacts would be less than significant. The subject Project is generally consistent with the Three Corridors Specific Plan and will not necessitate the expansion or relocation of existing utilities. The proposed Project would introduce 223 dwelling units, providing multi-family housing, which will generate demand for utilities and services. The site vicinity is well served by existing utilities, including water, wastewater, electricity, natural gas, telecommunication, cable, and storm drain infrastructure, which will be extended onsite to provide services to residents.

The existing drainage system drains to the south and outfalls in Wildcat Creek. As indicated in the Project's Stormwater Control Plan (**Appendix F**), the Project proposes bioretention facilities throughout the site designated to receive all on-site runoff for treatment and infiltration before being discharged into the City's municipal storm drain system. Each of these facilities will be designed and constructed to the Costa County Clean Water Program, Stormwater C.3 Guidebook criteria.

Demand for utilities and service systems generated by the Project is anticipated by the 2010 FEIR and does not require the relocation or expansion of infrastructure. Therefore, the Project's impacts related to the relocation, construction, or expansion of utilities will not result in new or more severe impacts relative to the 2010 FEIR.

4.19(b) (Sufficient Water Supplies) No Substantial Change Relative to the 2010 FEIR: The FEIR concluded that the Project would result in additional demands for water supplies and infrastructure and impacts would be less than significant.

The Pinole Vista Project will utilize water obtained from the municipal water system to meet onsite water demands. East Bay Municipal Utility District (EBMUD) provides water to the Project site. Water to the site is provided via the existing municipal water system and will be conveyed to the Project through a water line on the site that connects to the potable water main within the Fitzgerald Drive right-of-way.

The Project proposes residential development, within the residential capacity analyzed in the 2010 FEIR, which determined that the City's water supplies are sufficient to meet the needs of Pinole during normal, dry, and multiple dry years. In accordance with Action GM2.2.1 verification by EBMUD is required for approval of new development to ensure that adequate water supply and quality can be provided. This is imposed through environmental condition of approval (COA) UTIL-1 set forth below. Therefore, impacts due to insufficient water supplies or inadequate entitlements would not result in new or more severe impacts relative to those identified in the 2010 FEIR.

4.19(c) (Wastewater Capacity) No Substantial Change Relative to the 2010 FEIR: The FEIR concluded that buildout of the Three Corridors Specific Plan would increase wastewater flows and demand for sanitary sewer facilities and impacts would be less than significant. The City of Pinole provides sanitary sewer service to the Project site via an existing service line located within the Fitzgerald Drive right-of-way. The Project includes installation of a sanitary sewer pipe to collect wastewater from the Project and discharge to the existing sanitary sewer infrastructure for conveyance, treatment, and processing.

As a project that is generally consistent with the Three Corridoes Specific Plan, the increase in wastewater generated by the Project is within the flow capacity analyzed as part of the 2010 FEIR. Furthermore, as a multi-family development, the Project is subject to Development Impact Fees, including a wastewater fee, which is used to fund maintenance and expansion of wastewater conveyance systems and treatment facilities. In accordance with mitigation measure 4.12.6.2 adequate wastewater capacity shall be demonstrated prior to issuance of Certificate of Occupancy. This is imposed through environmental COA UTIL-2 set forth below. As such, the proposed project will not cause or exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board, nor will the project necessitate the expansion or construction of wastewater conveyance or treatment facilities. Therefore, impacts to wastewater capacity would not result in new or more severe impacts relative to those identified in the 2010 FEIR.

4.19(d,e) (Solid Waste Generation/Compliance with Solid Waste Management) No Substantial Change Relative to the 2010 FEIR: The FEIR concluded that development resulting from buildout of the General Plan Update and Three Corridors Specific Plan would increase solid waste generation and the demand for related services and impacts would be less than significant. The proposed Project will contribute to the generation of solid waste within the Three Corridors Specific Plan area, as anticipated by the 2010 FEIR. The Project applicant is required to adhere to all regulations governing the disposal of solid waste.

Republic Services provides solid waste collection services for recycling and waste disposal. Although the waste stream generated by the Project is expected to increase during construction and operation, it is not expected to exceed landfill capacity and is not expected to result in violations of federal, state, and local statutes and regulations related to solid waste. In accordance with General Plan Action CS.8.1.3 construction sites shall provide for the salvage, reuse or recycling of construction and demolition materials. This is imposed through environmental COA UTIL-3 set forth below. Pursuant to Action SE.5.1.2 improve and expand curbside recycling services; the Project is subject to environmental COA UTIL-4 and UTIL-5 set forth below. Therefore, the disposal of solid waste resulting from project construction and operation would not result in new or more severe impacts relative to those identified in the 2010 FEIR.

2010 FEIR Mitigation Measures

MM 4.12.6.2 The City shall include an action in the General Plan requiring all future development to demonstrate that there is sufficient sewer/wastewater treatment capacity to accommodate the proposed development and that the required sewer/wastewater infrastructure is in place before issuance of Certificate of Occupancy. Furthermore, all on-site and off-site sewer conveyance systems shall be in place prior to the issuance of Certificate of Occupancy and all financing shall be assured to the satisfaction of the City.

Status: Applicable. The project was considered as part of the Sewer Master Plan Update, currently in process, which indicated adequate facilities would be in place or expanded as necessary to accommodate the project with payment of required impact fees. Pursuant to this measure, the project is subject to Condition of Approval UTIL-2, which requires procurement of a will serve letter, verification of unique connections, and payment of development impact fees.

Conclusion and Environmental Conditions of Approval

The Project would not result in any new or more severe impacts to utilities and service systems, relative to what was identified the 2010 FEIR. The Project is subject to environmental conditions of approval pursuant to mitigation identified in the 2010 FEIR and General Plan Actions as follows:

UTIL-1: Pursuant to Action GM 2.2.1 Service Standards, prior to issuance of a building permit, the applicant shall secure verification from EBMUD that adequate water supplies are available to serve the project and prior to issuance of occupancy the applicant shall demonstrate that all EBMUD water efficiency requirements have been fulfilled.

UTIL-2: Pursuant to MM 4.12.6.2, the project shall secure a can and will serve letter demonstrating that there is sufficient sewer/water treatment and conveyance capacity prior to issuance of Certificate of Occupancy. The proposed project shall have a unique connection to the public sewer collection system. The connection to the sewer system will require a permit from the City of Pinole, the payment of sewer user fees, and payment of a sewer connection fee prior to the issuance of building permits.

UTIL-3: Pursuant to General Plan Action CS.8.1.3 and in accordance with current CalGreen Building Code requirements, a Construction Waste Management Plan shall be prepared and implemented during all stages of construction. The Construction Waste Management Plan shall meet the minimum requirements of the CalGreen code for residential development including but not limited to regional material sourcing (A5.405.1), Bio-based materials (A5.105.2), Reused materials (A5.405.3), and materials with a recycled content (A5.405.4).

UTIL-4: In accordance with CalGreen Section 4.410.2 onsite recycling shall be provided in readily accessible areas for the depositing, storage and collection of non-hazardous materials including at a minimum paper, cardboard, glass, plastics, organic waste, and metals.

UTIL-5: The applicant shall coordinate with Republic Services to appropriately size trash enclosures and ensure that maximum waste stream diversion occurs by providing onsite pre-sorting for recyclables and greenwaste for compostable and organic materials as available.

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4.20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
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?	☐	☐	☐	☒

Sources: City of Pinole General Plan/Specific Plan and EIR; and Contra Costa County Local Hazard Mitigation Plan, January 2018.

General Plan and Specific Plan EIR Findings

The 2010 FEIR addressed wildfire risk in Chapters 4.8 and 4.13. The General Plan discusses Wildland Fire Hazards in Chapter 9, Health and Safety, and the Contract Costa County Local Hazard Mitigation Plan includes a wildfire risk assessment.

During wildfire events residents are exposed to direct effects of the wildfire, such as the loss of structures, and to the secondary effects of the wildfire, such as smoke and air pollution. Smoke generated by wildfire consists of emissions that contain particulate matter (soot, tar, water vapor, and minerals) and gases (carbon monoxide, carbon dioxide, nitrogen oxides). Public health impacts associated with wildfires include difficulty in breathing, odor, and reduction in visibility.

Due to the urban development pattern of Pinole and surrounding jurisdictions, wildfire risk is relatively low within the Appian Way corridor of the Three Corridors Specific Plan including the Project site. Areas of the City that are most susceptible to wildfire hazards are located east of Appian Way, south of Interstate 80 at the City/County boundary. This area is designated as “Very High Fire Hazard Severity Zone” (VHFHSZ) within a State Responsibility Area by CAL FIRE.

Project Consistency with the 2010 FEIR

4.20(a) (Impair Emergency Plans) No Change Relative to the 2010 FEIR: The Project is limited to the construction and operation of a multi-family residential development on a site at a density planned for in the Three Corridors Specific Plan. During construction activities, temporary lane closures on Fitzgerald Drive can be expected to occur during frontage improvements and utility work that will be coordinated with Fire, Police, and emergency responders to ensure that through access in maintained and adequate response times are achievable. There are no elements of the project that would impair emergency response or evacuation routes. Therefore, the proposed Project is not expected to substantially impair an adopted emergency response plan or emergency evacuation plan and there would be no change in impacts relative to the 2010 FEIR.

4.20(b-d) (Wildfire Risk Exacerbation, Infrastructure Contributing to Wildfire Risk, Exposure to Wildfire-Related Risks) No Change Relative to the 2010 FEIR: The Project site is generally flat with the exception of steep slopes along the site's southeastern boundary. Very High Fire Hazard Severity Zone in Local Responsibility Area (LRA) is located approximately 2,300 feet to the east of the Project site, across Appian Way. New structures onsite would be built according to the latest California Building Code, which contains fire prevention standards for building materials, systems, and assemblies used in the exterior design and construction of new buildings. The Project would not change the risk for wildlife relative to the findings of the 2010 FEIR. Therefore, the project would not exacerbate risks due to the uncontrolled spread of a wildfire, pollutant concentrations from a wildfire, post-fire slope instability, or post-fire flooding.

The Project site is surrounded by highly urbanized development. The site is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land designated as Non-VHFHZ on all sides. The vicinity is generally developed with urban land uses and is not adjacent to areas where there is a wildland urban interface fire hazard. As such, the Project would not have impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving fires. Therefore, impacts due to wildfire risk are not expected to be new or more severe relative to the 2010 FEIR as a result of the proposed Project.

Applicable 2010 FEIR Mitigation Measures

There are no applicable 2010 FEIR mitigation measures to this Project.

Conclusion and Environmental Conditions of Approval

The Project would not result in any new or more severe impacts due to wildfire risk relative to what was identified the 2010 FEIR. The Project consists of development within a Non-VHFHZ that is required to comply with the latest building code including fire safety standards for new construction.

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4.21. MANDATORY FINDINGS OF SIGNIFICANCE

	New Significant Impact Not Identified in 2010 FEIR	More Severe Impact Relative to 2010 FEIR	No Substantial Change Relative to 2010 FEIR	No Change Relative to the 2010 FEIR
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?	☐	☐	☐	☒

Sources: City of Pinole General Plan/Specific Plan and EIR.

General Plan and Specific Plan EIR Findings

As presented above in Sections 4.1 through 4.20, the 2010 FEIR included an evaluation of cumulative impacts associated with implementation of the General Plan and the Three Corridors Specific Plan.

Project Consistency with the 2010 FEIR

4.21(a) (Degrade the Environment) No Change Relative to the 2010 FEIR: The Project is located within the Three Corridors Specific Plan boundary and potential impacts associated with its development have been anticipated by the City's General Plan and analyzed in the 2010 FEIR. The Project is consistent with the General Plan Land Use designation, goals, policies, and programs, as well as the Land Use Development Standard and Private Realm Design Guidelines set forth in the Three Corridors Specific Plan.

As described herein, the proposed Project has the potential to result in environmental impacts primarily associated with temporary construction activities and environmental conditions of approval have been identified that avoid, reduce, or offset impacts consistent with the 2010 FEIR. This analysis identifies requirements and includes environmental conditions of approval to address applicable regulations related to suitable habitat and special-status species. With implementation of conditions of approval related to Biological Resources and Cultural Resources, as well as adherence to the City's uniformly applied development standards, the Project's potential to degrade the quality of the environment would be substantially the same as those identified in the 2010 FEIR. As such, the Project will not degrade the quality of the environment, reduce habitat, or affect cultural resources beyond what has already been disclosed and analyzed in the certified 2010 FEIR.

4.21(b) (Cumulatively Affect the Environment) No Change Relative to the 2010 FEIR: The CEQA Guidelines define cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or increase in environmental impacts. The cumulative impact from

several projects is the change in the environment which results from the incremental impact of the proposed project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (Guidelines, Section 15355(a)(b)).

The analysis of cumulative impacts for each environmental factor can employ one of two methods to establish the effects of other past, current, and probable future projects. A lead agency may select a list of projects, including those outside the control of the agency, or alternatively, a summary of projections. These projections may be from an adopted general plan or related planning document or from a prior environmental document that has been adopted or certified; these documents may describe or evaluate the regional or area-wide conditions contributing to the cumulative impact.

Cumulative impacts are evaluated using the 2010 FEIR as discussed throughout this document. Development of the proposed Project, in combination with past, present, and future development in the city, would result in less than cumulatively considerable impacts to Visual Resources (aesthetics), Air Quality/Greenhouse Gases, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Land Use, Public Services, Population and Housing, and Transportation. Cumulative long-term impacts from development within the city were identified and analyzed in the 2010 FEIR including implementation of the Three Corridors Specific Plan. Cumulatively considerable impacts as identified in the 2010 FEIR would occur to air quality/greenhouse gases (ozone and particulate matter), transportation, and transportation-related noise.

The Project will contribute to cumulative impacts identified in the 2010 FEIR. As described in **Sections 4.1 – 4.20,** development of the Project would not result in new or more severe impacts relative to those identified in the 2010 FEIR. The Project is subject to applicable mitigation measures and General Plan Actions imposed as environmental conditions of approval. Implementation of identified conditions of approval as well as uniformly applied development standards would ensure that development of the proposed Project would not result in cumulatively considerable environmental impacts beyond those addressed in the 2010 FEIR.

4.21(c) (Substantial Adverse Effect on Humans) No Change Relative to the 2010 FEIR: The Project would not result in any new or more substantial adverse effects on humans relative to the 2010 FEIR findings for the General Plan and the Three Corridors Specific Plan, within which the Project is located. With implementation of mitigation measures and General Plan action items imposed as environmental conditions of approval, the Pinole Vista Project will not result in new or more severe impacts beyond those identified in the 2010 FEIR that would directly or indirectly impact human beings onsite or in the Project vicinity.

Applicable 2010 FEIR Mitigation Measures

No applicable mitigation measures beyond those identified in Section 4.1 through 4.20 above.

Conclusion and Environmental Conditions of Approval

With uniformly applied development standards, mitigation measures imposed as environmental conditions of approval, and standard regulatory requirements, the Project would not result in any new or more severe impacts relative to what was identified the 2010 FEIR.

5. REFERENCE DOCUMENTS

The following reference documents are hereby incorporated by reference and are available for review during normal business hours at the City of Pinole, 2131 Pear Street, in the Community Development Department.

5.1. TECHNICAL APPENDICES

A. 1500 Fitzgerald Drive Residential Development Air Quality and Greenhouse Gas Assessment, prepared by Illingworth & Rodkin, October 25, 2021.

B. Biological Constraints Assessment for ROIC Pinole Vista Mixed Use Project, prepared by WRA Environmental Consultants, October 26, 2021.

B-1. Tree Survey Report for ROIC Pinole Vista Mixed Use Project, prepared by WRA Environmental Consultants, June 14, 2022.

C. Archaeological Survey Report, prepared by ALTA Archaeological Consulting, October 2021

D. Geotechnical Investigation, prepared by Rockridge Geotechnical, April 2022.

E. Phase 1 Environmental Site Assessment Report, prepared by Partner Engineering and Science, Inc., February 3, 2022.

F. Stormwater Control Plan, prepared by Adobe Associates, Inc., March 2021.

G. 1500 Fitzgerald Drive Residential Development Noise and Vibration Assessment, prepared by Illingworth & Rodkin, October 25, 2021.

H. Revised Traffic Analysis for the Pinole Vista Project, prepared by W-Trans, January 27, 2022.

H-1. Vehicle Miles Traveled Evaluation for the Pinole Vista Project, prepared by W-Trans, August 27, 2021.

H-2. DRAFT Pinole Vista Transportation Demand Management Plan, prepared by W-Trans, February 2, 2022.

5.2. OTHER DOCUMENTS REFERENCED

1. 2019 California Green Building Standards Code (CalGreen), Effective January 1, 2020.
2. BAAQMD 2017 Bay Area Clean Air Plan, prepared by the Bay Area Air Quality Management District, April 2017.
3. BAAQMD Recommended Methods for Screening and Modeling Local Risks and Hazards, prepared by the BAAQMD, May 2011.
4. California Environmental Quality Act Air Quality Guidelines, prepared by the Bay Area Air Quality Management District, May 2017.
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7. Contra Costa County Local Hazard Mitigation Plan, January 2018.
8. National Flood Hazard Layer. FEMA. August 2021. https://www.fema.gov/flood-maps/national-flood-hazard-layer

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9. Parking Study for the Pinole Vista Shopping Center, prepared by W-Trans, May 25, 2022.

10. Pinole Vista Apartments: An Economic Impact Brief, prepared by Marin Economic Consulting, July 13, 2022.

11. Technical Advisory on Evaluating Transportation Impacts in CEQA, prepared by the State of California Governor's Office of Planning and Research, December 2018

12. Tsunami Hazard Area Map. California Department of Conservation. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps

13. Fire Hazard Maps, Office of the State Fire Marshal, November 12, 2021, Osfm.fire.ca.gov

14. California Department of Conservation Farmland Mapping and Monitoring.

15. Urban Water Management Plan 2020 East Bay Municipal Utility District, Water Resources Planning Division EBMUD, June 2021.

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6. ENVIRONMENTAL CONDITIONS OF APPROVAL

The following conditions of approval have been identified through this analysis and ensure implementation of applicable mitigation measures and policies set forth in the General Plan, Three Corridors Specific Plan and their EIR.

AES-1: The applicant shall ensure, and the City shall verify that the final lighting plan incorporates applicable requirements set forth in Chapter 17.46 of the Pinole Municipal Code, including that all outdoor lighting fixtures be designed, shielded, aimed, located, and maintained to shield adjacent properties and to not provide glare onto adjacent properties or roadways.

AQ-1: During all construction activities including demolition and ground disturbance activities, on and offsite, the contractor shall implement the latest BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust as follows:

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 shall be covered.
3. All visible mud and 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 practicable. Building pads shall be laid as soon as practicable 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 mechanic and determined to be running in proper working condition prior to operation.
8. A publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints shall be posted on the project site prior to the initiation of construction activities. 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.

AQ-2: High-efficiency particulate filtration systems shall be installed in residential heating, ventilation, and air-conditioning (HVAC) systems for residences within the Project. An ongoing maintenance plan for the buildings' HVAC air filtration system shall be required and may include the following:

1. Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

BIO-1: To avoid and minimize potential impacts to nesting birds including passerines and raptors, the following measures shall be implemented:

1. Grading or removal of potentially occupied habitat should be conducted outside the nesting season, which occurs between approximately February 1 and August 31.
2. If grading between August 31 and February 1 is infeasible and groundbreaking must occur within the nesting season, a pre-construction nesting bird survey (migratory species, passerines, and raptors) of the potentially occupied habitat (trees, shrubs, grassland) shall be performed by a qualified biologist within 7 days of groundbreaking. If no nesting birds are observed no further action is required and grading shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey.
3. If active bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the occupied habitat until the young have fledged, as determined by a qualified biologist.
4. The radius of the required buffer zone can vary depending on the species, (i.e., 75-100 feet for passerines and 200-500 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified biologist in consultation with CDFW.
5. To delineate the buffer zone around the occupied habitat, construction fencing shall be placed at the specified radius from the nest within which no machinery or workers shall intrude.
6. Biological monitoring of active nests shall be conducted by a qualified biologist to ensure that nests are not disturbed and that buffers are appropriate adjusted by a qualified biologist as needed to avoid disturbance.
7. No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1 unless it is determined by a qualified ornithologist/biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones, or that the nesting cycle is otherwise completed.

BIO-2: Prior to any tree removal or alteration, the applicant shall obtain approval from the City of Pinole to implement a plan for tree preservation and replacement in accordance with the City's Tree Removal Permit. Replacement of protected trees onsite shall either consist of planting or replacement trees onsite as part of the development over and above the landscaping that would otherwise be required at a value equal to the value of the protected trees that will be removed, or through the payment of an in-lieu fee to the City in an amount equal to the value of the protected trees that will be removed.

CUL-1: To ensure the Project does not result in impacts to buried archaeological resources onsite, if present, the following shall be implemented:

1. **Training**. Prior to commencement of ground-disturbing activities, a professional archaeologist shall conduct a preconstruction training for construction personnel. The training shall familiarize individuals with the potential to encounter prehistoric artifacts or historic-era archaeological deposits, the types of archaeological material that could be encountered within the Project Area, and the requirement for a monitor to be present during initial ground-disturbing activities.
2. **Monitoring**. During initial ground disturbing activities on native soils, a Secretary of the Interior-qualified archeologist shall be onsite to monitor activities. The monitor shall have the authority to temporarily halt work to inspect areas as needed for potential cultural materials or deposits. Daily monitoring logs shall be completed by the monitor.

3. **Post-review Discoveries**. In the event that cultural resources are exposed during construction, all earth work occurring within 100 feet of the find shall be immediately stopped until a Secretary of Interior-qualified Archaeologist inspects the material(s), assess historical significance, consults with Tribes and other stakeholders as needed, and provides recommendations for the treatment of the discovery.

4. **Archaeological Monitoring Report**. Within 60 days following completion of construction work, an archeological monitoring report shall be submitted to the City. The report shall include the results of the monitoring program (even if negative), a summary of any findings or evaluation/data recovery efforts, and supporting documentation (e.g., daily monitoring logs).

CUL-2: In the event that human remains are encountered within the Project Area during Project-related, ground-disturbing activities, all work must stop, and the County Coroner immediately notified of the discovery. If the County coroner determined that remains are, or are believed to be Native American, then the Native American Heritage Commission must be contacted by the Coroner so that a "Most Likely Descendant" (MLD) can be designated to provide further recommendations regarding treatment of the remains. A Secretary of Interior-qualified Archaeologist should also evaluate the historical significance of the discovery, the potential for additional human remains to be present, and to provide further recommendations for treatment of the resource in accordance with the MLD recommendations. Federal regulations require that Native American human remains, funerary objects, and object of cultural patrimony are handed consistent with the requirement of the Native American Graves Protection and Repatriation Act.

GEO-1: The applicant shall incorporate the recommendations of the Project Geotechnical Report prepared by Rockridge Geotechnical (April 13, 2022) into construction drawings. Prior to issuance of a grading permit, the City shall review and accept the Geotechnical Report and verify that the Report provides adequate information for construction detail including detailed drainage, earthwork, foundation, and pavement recommendations. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports and/or to the satisfaction of the City Engineer/Chief Building Official have been incorporated into the design of the project.

Nothing in this condition of approval shall preclude the City Engineer and/or Chief Building Official from requiring additional information to determine compliance with applicable standards. The geotechnical engineer shall inspect the construction work and shall certify to the City, prior to issuance of a certificate of occupancy that the improvements have been constructed in accordance with the geotechnical specifications.

GEO-2: Prior to issuance of a grading permit, an erosion control plan along with grading and drainage plans shall be submitted to the City Engineer for review. The project shall comply with stormwater management requirements and guidelines established by Contra Costa County under the Contra Costa Clean Water Program Stormwater C.3 Guidebook and incorporate Contra Costa County best management practices for erosion and sediment control for construction. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City's Erosion Control requirements, Chapter 15.36.190 of the Municipal Code. Plans shall detail erosion control measures such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during all construction activity.

GEO-3: Should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be suspended within 50 feet of the discovery and the City of Pinole Planning Division of the Development Services Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist. The Project proponent shall be required to implement any mitigation

necessary for the protection of paleontological resources. The City and the Project applicant shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries. The City and the Project applicant shall consult and agree upon implementation of a measure or measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

HAZ-1: Prior to issuance of any demolition, grading, or building permit, the applicant shall submit a report resulting from a comprehensive asbestos survey and, if asbestos containing materials (ACM) are identified onsite, plans for safe removal. If ACM are verified, the applicant shall prepare an Operations and Maintenance (O&M) Safety Plan and receive approval of the O&M Plan by the City of Pinole Fire Department. The purpose of the O&M Plan is to establish protocol for the removal and disposal of ACM and shall also address the potential for accidental discovery of hazards and hazardous materials during construction activities including lead-based paints and groundwater contamination. Said plans shall be implemented during demolition and construction activities including the following:

a) Use appropriate site control measures such as wet methods to minimize airborne dust generation.

b) Identify construction worker protection plan for handing ACM.

c) Characterize material export and proper disposal requirements.

d) Notification requirements to the Bay Area Air Quality Management District in accordance with the Asbestos Demolition and Renovation Program requirements.

HAZ-2: The Project applicant shall implement the following Best Management Practices (BMPs) regarding potential soil hazards:

a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner or if designated for off-site disposal at a permitted facility, the soil shall be loaded, transported, and disposed of in a safe and secure manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal laws, the Regional Water Quality Control Board (RWQCB), the Contra Costa Environmental Health Services Department, and the City of Pinole.

b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Pinole, the RWQCB and/or Contra Costa Environmental Health Services Department.

HYD-1: Prior to issuance of a building permit, the applicant shall prepare a design-level Stormwater Management Plan that incorporates stormwater management requirements and best management practices, per Pinole Municipal Code Chapter 8.20 and Contra Costa County Clean Water Program requirements, including the Contra Costa Clean Water Program Stormwater C.3 Guidebook and demonstrates that the storm drain system has adequate capacity to serve the project. The Stormwater Management Plan shall be reviewed and accepted by the City Engineer.

HYD-2: Prior to issuance of a grading permit, the applicant shall file a Notice of Intent with the RWQCB and demonstrate compliance with the Statewide General Permit for Construction Activities.

In accordance with the National Pollution Discharge Elimination System (NPDES) regulations, the applicant shall prepare and implement a project-specific Stormwater Pollution Prevention Plan, including an erosion control plan, for grading and construction activities. The SWPPP shall address erosion and sediment control during all phases of construction, storage and use of fuels, and use and clean-up of fuels and hazardous materials. The SWPPP shall designate locations where fueling, cleaning and maintenance of equipment can occur and shall ensure that protections are in place to preclude materials from entering into storm drains. The contractor shall maintain materials onsite during construction for containments and clean-up of any spills. The applicant shall provide approval documentation from the RWQCB to the City verifying compliance with NPDES.

NOI-1: The following measures shall be incorporated to reduce interior noise levels to 45 dBA DNL or less at residential interiors:

1. Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all residential units on the project site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.
2. Residential units along the northern building façade should be provided with windows and doors having a minimum rating of 30 Sound Transmission Class (STC) and adequate forced-air mechanical ventilation in order to meet the interior noise threshold of 45 dBA DNL.
3. Residential units along the western and eastern building façades should be provided with windows and doors having a minimum rating of 28 STC and adequate forced-air mechanical ventilation in order to meet the interior noise threshold of 45 dBA DNL.
4. A qualified acoustical specialist shall conduct a unit-by-unit analysis of interior residential noise levels and recommend building treatments to reduce interior noise levels to 45 dBA DNL or less. Treatments would include, but are not limited to, sound-rated windows and doors, sound-rated wall and window constructions, acoustical caulking, protected ventilation openings, etc. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to final of a building permit.

NOI-2: Construction activities including delivery and hauling shall comply with construction hours as provided under Pinole Municipal Code Section 15.02.070 and in accordance with construction best management practices for minimizing noise including:

1. Construction shall be limited to the hours of 7:00 a.m. to 5:00 p.m. Monday through Friday, excluding holidays. 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. Any work outside of these hours by the construction contractors should require a special permit from the City Manager. There should be compelling reasons for permitting construction outside of these designated hours.
2. Construct temporary noise barriers, where feasible, to screen adjoining land uses. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
3. The contractor shall use "new technology" power construction equipment with state-of-the-art noise shielding and muffling devices. All internal combustion engines used on the project site shall be equipped with adequate mufflers and shall be in good mechanical

condition to minimize noise created by faulty or poorly maintained engines or other components.

4. The unnecessary idling of internal combustion engines shall be prohibited.
5. Staging areas and stationary noise-generating equipment shall be located as far as possible from noise-sensitive receptors.
6. Ensure that generators, compressors, and pumps are housed in acoustical enclosures.
7. Locate cranes as far from adjoining noise-sensitive receptors as possible.
8. Substitute nail guns for manual hammering and electrically powered tools for noisier pneumatic tools, where feasible.
9. A "noise disturbance coordinator" shall be designated to respond to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., beginning work too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. A telephone number for the disturbance coordinator would be conspicuously posted at the construction site.

TRAN-1: Prior to the issuance of Building Permit, the applicant shall provide the Project's fair share contribution as established by the City towards multi-modal improvements in the Project vicinity as identified in the Three Corridors Specific Plan.

TRAN-2: To maintain adequate sight lines at the project driveways, pursuant to Pinole Municipal Code Section 17.98.020, signage, trees, and other landscaping features within the clear vision triangle at driveway and street intersections shall be maintained such that visibility is maintained between thirty (30) inches and seven (7) feet. The applicant shall be responsible for maintaining adequate sight lines from the project driveways, on-street parking on Fitzgerald Drive is prohibited, and vegetation shall be trimmed to about one foot in height on the west sides of the driveways.

TRAN-3: Prior to final occupancy, the applicant shall reconstruct the westerly driveway to the Project site such that it is at grade with Fitzgerald Drive to improve sightlines.

TRAN-4: Prior to final occupancy, the applicant shall construct a pedestrian-refuge median island along with high visibility continental markings, yield line striping, and a flashing "Yield Here to Pedestrian" sign at the intersection of the easterly driveway to the Project and Fitzgerald Drive.

TRAN-5: Prior to issuance of the certificate of occupancy, a final Transportation Demand Management Plan shall be provided to the Development Services Department for review and approval. The TDM Plan shall include example materials that will be used to educate residents about the programs, designate a staff position as the Transportation Coordinator, and detail the program implementation schedule which should commence with occupation of the building.

TCUL-1: To protect buried Tribal Cultural Resources that may be encountered during construction activities, the Project shall implement environmental COA CUL-1 and COA CUL-2.

UTIL-1: Pursuant to Action GM 2.2.1 Service Standards, prior to issuance of a building permit, the applicant shall secure verification from EBMUD that adequate water supplies are available to serve the project and prior to issuance of occupancy the applicant shall demonstrate that all EBMUD water efficiency requirements have been fulfilled.

UTIL-2: Pursuant to MM 4.12.6.2, the project shall secure a can and will serve letter demonstrating that there is sufficient sewer/water treatment and conveyance capacity prior to issuance of

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Certificate of Occupancy. The proposed project shall have a unique connection to the public sewer collection system. The connection to the sewer system will require a permit from the City of Pinole, the payment of sewer user fees, and payment of a sewer connection fee prior to the issuance of building permits.

UTIL-3: Pursuant to General Plan Action CS.8.1.3 and in accordance with current CalGreen Building Code requirements, a Construction Waste Management Plan shall be prepared and implemented during all stages of construction. The Construction Waste Management Plan shall meet the minimum requirements of the CalGreen code for residential development including but not limited to regional material sourcing (A5.405.1), Bio-based materials (A5.105.2), Reused materials (A5.405.3), and materials with a recycled content (A5.405.4).

UTIL-4: In accordance with CalGreen Section 4.410.2 onsite recycling shall be provided in readily accessible areas for the depositing, storage and collection of non-hazardous materials including at a minimum paper, cardboard, glass, plastics, organic waste, and metals.

UTIL-5: The applicant shall coordinate with Republic Services to appropriately size trash enclosures and ensure that maximum waste stream diversion occurs by providing onsite pre-sorting for recyclables and greenwaste for compostable and organic materials as available.

Attachment B

TECHNICAL APPENDICES

(Click on the links to jump to the appendix section)

A. 1500 Fitzgerald Drive Residential Development Air Quality and Greenhouse Gas Assessment

B. Biological Constraints Assessment for ROIC Pinole Vista Mixed Use Project

B-1. Tree Survey Report for ROIC Pinole Vista Mixed Use Project

C. Archaeological Survey Report

D. Geotechnical Investigation

E. Phase 1 Environmental Site Assessment Report

F. Stormwater Control Plan

G. 1500 Fitzgerald Drive Residential Development Noise and Vibration Assessment

H. Revised Traffic Analysis for the Pinole Vista Project

H-1. Vehicle Miles Traveled Evaluation for the Pinole Vista Project

H-2. DRAFT Pinole Vista Transportation Demand Management Plan

Appendix A

1500 FITZGERLAD DRIVE RESIDENTIAL DEVELOPMENT AIR QUALITY & GREENHOUSE GAS ASSESSMENT

Pinole, California

October 25, 2021

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Introduction

The purpose of this report is to address the air quality, community health risk, and greenhouse gas (GHG) impacts associated with the proposed residential development located at 1500 Fitzgerald Drive in Pinole, California. The air quality impacts and GHG emissions from this project would be associated with the demolition of the existing uses at the site, construction of the new building and infrastructure, and operation of the project. Air pollutant and GHG emissions associated with construction and operation of the project were predicted using appropriate computer models. In addition, the potential project health risk impact (including construction and operation) and the impacts of existing toxic air contaminant (TAC) sources affecting the nearby existing and proposed sensitive receptors were evaluated. This analysis addresses those issues following the guidance provided by the Bay Area Air Quality Management District (BAAQMD).[1]

Project Description

The 5.93-acre project site is currently occupied by a vacant 91,342 square-foot (sf) retail store and associated surface parking lot. The project proposes to demolish the existing building to construct a new multi-family housing development with 223 dwelling units and 275 parking lot spaces.

Setting

The project is located in Contra Costa County, which is in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone (O_3), respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$).

Air Pollutants of Concern

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_X). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

[1] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017.

Toxic Air Contaminants

TACs are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal levels.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants programs.

Sensitive Receptors

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools. For cancer risk assessments, children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children. The closest sensitive receptors to the project site are in the single-family residences to the south of the site. There are additional sensitive receptors to the south and northwest at further distances. This project would also introduce new sensitive receptors (i.e., residents) to the area.

Regulatory Setting

Federal Regulations

The United States Environmental Protection Agency (EPA) sets nationwide emission standards for mobile sources, which include on-road (highway) motor vehicles such trucks, buses, and automobiles, and non-road (off-road) vehicles and equipment used in construction, agricultural, industrial, and mining activities (such as bulldozers and loaders). The EPA also sets nationwide fuel standards. California also has the ability to set motor vehicle emission standards and standards for fuel used in California, as long as they are the same or more stringent than the federal standards.

In the past decade the EPA has established a number of emission standards for on- and non-road heavy-duty diesel engines used in trucks and other equipment. This was done in part because diesel

engines are a significant source of NO_X and particulate matter (PM_{10} and $PM_{2.5}$) and because the EPA has identified DPM as a probable carcinogen. Implementation of the heavy-duty diesel on-road vehicle standards and the non-road diesel engine standards are estimated to reduce particulate matter and NO_X emissions from diesel engines up to 95 percent in 2030 when the heavy-duty vehicle fleet is completely replaced with newer heavy-duty vehicles that comply with these emission standards.[2]

In concert with the diesel engine emission standards, the EPA has also substantially reduced the amount of sulfur allowed in diesel fuels. The sulfur contained in diesel fuel is a significant contributor to the formation of particulate matter in diesel-fueled engine exhaust. The new standards reduced the amount of sulfur allowed by 97 percent for highway diesel fuel (from 500 parts per million by weight [ppmw] to 15 ppmw), and by 99 percent for off-highway diesel fuel (from about 3,000 ppmw to 15 ppmw). The low sulfur highway fuel (15 ppmw sulfur), also called ultra-low sulfur diesel (ULSD), is currently required for use by all vehicles in the U.S.

All of the above federal diesel engine and diesel fuel requirements have been adopted by California, in some cases with modifications making the requirements more stringent or the implementation dates sooner.

State Regulations

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles.[3] In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, a significant component of the plan involves application of emission control strategies to existing diesel vehicles and equipment. Many of the measures of the Diesel Risk Reduction Plan have been approved and adopted, including the federal on-road and non-road diesel engine emission standards for new engines, as well as adoption of regulations for low sulfur fuel in California.

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy-duty diesel trucks that represent the bulk of DPM emissions from California highways. CARB regulations require on-road diesel trucks to be retrofitted with particulate matter controls or replaced to meet 2010 or later engine standards that have much lower DPM and $PM_{2.5}$ emissions. This regulation will substantially reduce these emissions between 2013 and 2023. While new trucks and buses will meet strict federal standards, this measure is intended to accelerate the rate at which the fleet either turns over so there are more cleaner vehicles on the road or is retrofitted to meet similar standards. With this regulation, older, more polluting trucks would be removed from the roads sooner.

[2] USEPA, 2000. *Regulatory Announcement, Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements*. EPA420-F-00-057. December.
[3] California Air Resources Board, 2000. Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. October.

CARB has also adopted and implemented regulations to reduce DPM and NO_X emissions from in-use (existing) and new off-road heavy-duty diesel vehicles (e.g., loaders, tractors, bulldozers, backhoes, off-highway trucks, etc.). The regulations apply to diesel-powered off-road vehicles with engines 25 horsepower (hp) or greater. The regulations are intended to reduce particulate matter and NO_X exhaust emissions by requiring owners to turn over their fleet (replace older equipment with newer equipment) or retrofit existing equipment in order to achieve specified fleet-averaged emission rates. Implementation of this regulation, in conjunction with stringent federal off-road equipment engine emission limits for new vehicles, will significantly reduce emissions of DPM and NO_X.

Bay Area Air Quality Management District

BAAQMD has jurisdiction over an approximately 5,600-square mile area, commonly referred to as the San Francisco Bay Area (Bay Area). BAAQMD's boundary encompasses the nine San Francisco Bay Area counties, including Alameda County, Contra Costa County, Marin County, San Francisco County, San Mateo County, Santa Clara County, Napa County, southwestern Solano County, and southern Sonoma County.

BAAQMD is the lead agency in developing plans to address attainment and maintenance of the National Ambient Air Quality Standards and California Ambient Air Quality Standards. BAAQMD also has permit authority over most types of stationary equipment utilized for the proposed project. BAAQMD is responsible for permitting and inspection of stationary sources; enforcement of regulations, including setting fees, levying fines, and enforcement actions; and ensuring that public nuisances are minimized.

BAAQMD's Community Air Risk Evaluation (CARE) program was initiated in 2004 to evaluate and reduce health risks associated with exposures to outdoor TACs in the Bay Area.[4] The program examines TAC emissions from point sources, area sources, and on-road and off-road mobile sources with an emphasis on diesel exhaust, which is a major contributor to airborne health risk in California. The CARE program is an on-going program that encourages community involvement and input. The technical analysis portion of the CARE program is being implemented in three phases that includes an assessment of the sources of TAC emissions, modeling and measurement programs to estimate concentrations of TAC, and an assessment of exposures and health risks. Throughout the program, information derived from the technical analyses will be used to focus emission reduction measures in areas with high TAC exposures and high density of sensitive populations. Risk reduction activities associated with the CARE program are focused on the most at-risk communities in the Bay Area. Overburdened communities are areas located (i) within a census tract identified by the California Communities Environmental Health Screening Tool (CalEnviroScreen), Version 4.0 implemented by the Office of Environmental Health Hazard Assessment (OEHHA), as having an overall CalEnviroScreen score at or above the 70th percentile, or (ii) within 1,000 feet of any such census tract.[5] The BAAQMD has identified six communities

[4] See BAAQMD: https://www.baaqmd.gov/community-health/community-health-protection-program/community-air-risk-evaluation-care-program , accessed 2/18/2021.
[5] See BAAQMD: https://www.baaqmd.gov/~/media/dotgov/files/rules/reg-2-permits/2021-amendments/documents/20210722_01_appendixd_mapsofoverburdenedcommunities-pdf.pdf?la=en , accessed 10/1/2021.

as impacted: Concord, Richmond/San Pablo, Western Alameda County, San José, Redwood City/East Palo Alto, and Eastern San Francisco. The project site is not within a CARE or CalEnviroScreen overburdened area.

The BAAQMD California Environmental Quality Act (*CEQA) Air Quality Guidelines*[6] were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process consistent with CEQA requirements including thresholds of significance, mitigation measures, and background air quality information. They also include assessment methodologies for air toxics, odors, and GHG emissions. *Attachment 1* includes detailed community risk modeling methodology.

City of Pinole General Plan Update

The Pinole General Plan Update[7] outlines the long-range policy framework to guide decision-making related to sustainability and stewardship, community tapestry, and fiscal responsibly and economic health. The Health and Safety Element and Sustainability Element includes goals, policies and actions focused on improving air quality and reducing GHG emissions. The following goals, policies, and actions are applicable to the proposed project:

GOAL SE.6 Integrate green building standards into all new and rehabilitated development.

POLICY SE.6.1 Develop local green building and energy efficiency standards.

GOAL SE.7 Air Quality will be maintained and improved for the City of Pinole and the Bay Area as a region and not decline below levels measured in the early 1990's.

POLICY SE.7.1 Continue working with the Bay Area Air Quality Management District and other regional agencies to:

1. Improve air quality through pollution prevention methods.
2. Ensure enforcement of air emission standards.
3. Reduce local and regional traffic (the single largest source of air pollution in the city) and support public transit improvements.
4. Promote regional air pollution prevention plans for business and industry.
5. Promote strategies to reduce particulate pollution from residential fireplaces and wood-burning stoves.
6. Locate parking appropriately and provide adequate signage to reduce unnecessary "circling" and searching for parking.
7. Promote anti-idling policies and programs.

[6] Bay Area Air Quality Management District, 2017. *CEQA Air Quality Guidelines*. May.
[7] City of Pinole, *Pinole Genera Plan Update*, November 2010. Web: https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_10946972/File/City%20Government/Planning/General%20Plan/City_of_Pinole_2010_General_Plan%20with%202015-2023%20Housing%20Element%20Update.pdf

ACTION SE.7.1.1 Apply BAAQMD-approved criteria air pollutant reducing Basic Construction Mitigation Measures to all future construction projects within the GPU Planning Area where feasible whether or not construction related emissions exceed applicable Thresholds of Significance. These best management practices 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 miles per hour (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 mechanic and determined to be running in proper condition prior to operation.
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 (BAAQMD, 2010).

Significance Thresholds

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA and these significance thresholds were contained in BAAQMD's 2011 CEQA Air Quality Guidelines. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA. The thresholds were challenged through a series of court challenges and were mostly upheld. BAAQMD updated the CEQA Air Quality Guidelines in 2017 to include the latest significance thresholds, which were used in this analysis and are summarized in Table 1. Impacts above these thresholds are considered potentially significant.

Table 1. BAAQMD CEQA Significance Thresholds

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82 (Exhaust)	82	15
$PM_{2.5}$	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	None	
Health Risks and Hazards	**Single Sources Within 1,000-foot Zone of Influence**	**Combined Sources (Cumulative from all sources within 1000-foot zone of influence)**	
Excess Cancer Risk	10 per one million	100 per one million	
Hazard Index	1.0	10.0	
Incremental annual $PM_{2.5}$	0.3 $\mu g/m^3$	0.8 $\mu g/m^3$	
Greenhouse Gas Emissions			
Land Use Projects – direct and indirect emissions	Compliance with a Qualified GHG Reduction Strategy OR 1,100 metric tons annually or 4.6 metric tons per capita (for 2020) *		
Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less. GHG = greenhouse gases. *BAAQMD does not have a recommended post-2020 GHG threshold.			

Source: Bay Area Air Quality Management District, 2017

AIR QUALITY IMPACTS AND MITIGATION MEASURES

Impact AIR-1: Conflict with or obstruct implementation of the applicable air quality plan?

BAAQMD is the regional agency responsible for overseeing compliance with State and federal laws, regulations, and programs within the San Francisco Bay Area Air Basin (SFBAAB). BAAQMD, with assistance from the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), prepares and implements specific plans to meet the applicable laws, regulations, and programs. The most recent and comprehensive of which is the *Bay Area 2017 Clean Air Plan*.[8] The primary goals of the Clean Air Plan are to attain air quality standards, reduce population exposure and protect public health, and reduce GHG emissions and protect the climate. BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality and GHG impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by local general plans. Land use planning affects vehicle travel, which, in turn, affects region-wide emissions of air pollutants and GHGs.

The 2017 Clean Air Plan, adopted by BAAQMD in April 2017, includes control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. Plans must show consistency with the control measures listed within the Clean Air Plan. At the project-level, there are no consistency measures or thresholds. The proposed project would not conflict with the latest Clean Air planning efforts since 1) project would have emissions below the BAAQMD thresholds (see Impact below) and 2) the project would be considered urban infill.

Impact AIR-2: 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?

The Bay Area is considered a non-attainment area for ground-level O_3 and $PM_{2.5}$ under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM_{10} under the California Clean Air Act, but not the federal act. The area has attained both State and Federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for O_3, $PM_{2.5}$ and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O_3 precursor pollutants (ROG and NOx), PM_{10}, and $PM_{2.5}$ and apply to both construction period and operational period impacts.

Construction Period Emissions

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate emissions from on-site construction activity, construction vehicle trips, and evaporative emissions. The project land use types and size, and anticipated construction schedule were input to CalEEMod. The CARB EMission FACtors 2021 (EMFAC2021) model was used to predict

[8] Bay Area Air Quality Management District (BAAQMD), 2017. *Final 2017 Clean Air Plan.*

emissions from construction traffic, which includes worker travel, vendor trucks, and haul trucks.[9] The CalEEMod model output along with construction inputs are included in *Attachment 2* and EMFAC2021 vehicle emissions modeling outputs are included in *Attachment 3*.

CalEEMod Modeling

Land Use Inputs

The proposed project land uses were entered into CalEEMod as described in Table 2.

Table 2. Summary of Project Land Use Inputs

Project Land Uses	Size	Units	Square Feet (sf)	Acreage
Apartments Mid Rise	223	Dwelling Unit	263,862	5.93
Parking Lot	275	Parking Spaces	91,730	

Construction Inputs

CalEEMod computes annual emissions for construction that are based on the project type, size, and acreage. The model provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The construction build-out scenario, including equipment list and schedule, were based on information provided by the applicant.

The project construction equipment worksheet provided by the applicant included the schedule for each phase. Within each phase, the quantity of equipment to be used along with the average hours per day and total number of workdays was provided. Since different equipment would have different estimates of the working days per phase, the hours per day for each phase was computed by dividing the total number of hours that the equipment would be used by the total number of days in that phase. The construction schedule assumed that the earliest possible start date would be September 2022 and would be built out over a period of approximately 24 months, or 524 construction workdays. The earliest year of full operation was assumed to be 2025.

Construction Truck Traffic Emissions

Construction would produce traffic in the form of worker trips and truck traffic. The traffic-related emissions are based on worker and vendor trip estimates produced by CalEEMod and haul trips that were computed based on the estimate of soil material imported and/or exported to the site and the estimate of cement and asphalt truck trips. CalEEMod provides daily estimates of worker and vendor trips for each applicable phase. The total trips for those were computed by multiplying the daily trip rate by the number of days in that phase. Haul trips for demolition and grading were estimated from the provided demolition and grading volumes by assuming each truck could carry 10 tons per load. The number of concrete and asphalt total round haul trips were provided for the project and converted to total one-way trips, assuming two trips per delivery.

[9] See CARB's EMFAC2021 Emissions Inventory at https://arb.ca.gov/emfac/emissions-inventory.

The latest version of the CalEEMod model is based on the older version of the CARB EMFAC2017 motor vehicle emission factor model. This model has been superseded by the EMFAC2021 model; however, CalEEMod has not been updated to include EMFAC2021. Therefore, the construction traffic information was combined with EMFAC2021 motor vehicle emissions factors. EMFAC2021 provides aggregate emission rates in grams per mile for each vehicle type. The vehicle mix for this study was based on CalEEMod default assumptions, where worker trips are assumed to be comprised of light-duty autos (EMFAC category LDA) and light duty trucks (EMFAC category LDT1and LDT2). Vendor trips are comprised of delivery and large trucks (EMFAC category MHDT and HHDT) and haul trips, including cement trucks, are comprised of large trucks (EMFAC category HHDT). Travel distances are based on CalEEMod default lengths, which are 10.8 miles for worker travel, 7.3 miles for vendor trips and 20 miles for hauling (soil import/export). Since CalEEMod does not address cement trucks, these were treated as vendor travel distances. Each trip was assumed to include an idle time of 5 minutes. Emissions associated with vehicle starts were also included. On-road emissions in Contra Costa County for the years 2022-2024 was used in these calculations. Table 3 provides the traffic inputs that were combined with the EMFAC2021 emission database to compute vehicle emissions.

Table 3. Construction Traffic Data Used for EMFAC2021 Model Runs

CalEEMod Run/Land Uses and Construction Phase	Trips by Trip Type			Notes
	Total Worker[1]	Total Vendor[1]	Total Haul[2]	
Vehicle mix[1]	50% LDA 25% LDT1 25% LDT2	50% MHDT 50% HHDT	100% HHDT	
Trip Length (miles)	10.8	7.3	20.0 (Demo/Soil) 7.3 (Cement/Asphalt)	CalEEMod default distance with 5-min truck idle time.
Demolition	125	-	1,011	91,342-sf existing building demolition, 2,980 tons pavement demolition. CalEEMod default worker trips.
Site Preparation	30	-	-	CalEEMod default worker trips.
Grading	80	-	25	100-cy soil export. 100-cy soil import. CalEEMod default worker trips.
Trenching	300	-	-	CalEEMod default worker trips.
Building Construction	76,018	14,898	300	150 cement truck round trips. CalEEMod default worker and vendor trips.
Architectural Coating	15,280	-	-	CalEEMod default worker trips.
Paving	200	-	228	114 asphalt truck round trips. CalEEMod default worker trips.

Notes: [1] Based on Year 2022 - 2024 EMFAC2021 light-duty vehicle fleet mix for Contra Costa County.
[2] Includes demolition and grading trips estimated by CalEEMod based on amount of material to be removed. Cement and asphalt trips estimated based on estimated building and pavement areas.

Summary of Computed Construction Period Emissions

Average daily emissions were annualized for each year of construction by dividing the annual construction emissions by the number of active workdays during that year. Table 4 shows the annualized average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust

during construction of the project. As indicated in Table 4, predicted annualized project construction emissions would not exceed the BAAQMD significance thresholds during any year of construction.

Table 4. Construction Period Emissions

Year	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Construction Emissions Per Year (Tons)				
2022	0.04	0.23	0.01	0.01
2023	1.25	0.33	0.02	0.01
2024	0.78	0.20	0.01	0.01
Annualized Daily Construction Emissions (pounds/day)				
2022 (84 construction workdays)	1.00	5.47	0.30	0.21
2023 (261 construction workdays)	9.53	2.55	0.18	0.10
2024 (179 construction workdays)	8.71	2.21	0.17	0.08
BAAQMD Thresholds (pounds per day)	*54* lbs./day	*54* lbs./day	*82* lbs./day	*54* lbs./day
Exceed Threshold?	No	No	No	No

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The City has adopted the BAAQMD CEQA Air Quality Guidelines best management practices to control dust and exhaust during construction projects under the City's General Plan Update Action SE.7.1.1. *The project would be required to implement these practices during construction activities.* Therefore, air pollutant emissions from the project construction would be further reduced.

Operational Period Emissions

Operational air emissions from the project would be generated primarily from autos driven by future residents. Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are typical emissions from these types of uses. CalEEMod was used to estimate emissions from operation of the proposed project assuming full build-out.

<u>CalEEMod Inputs</u>

Land Uses

The project land uses were input to CalEEMod as described above for the construction period modeling.

Model Year

Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CalEEMod. The earliest year of full operation

would be 2025 if construction begins in 2022. Emissions associated with build-out later than 2025 would be lower.

Traffic Information

CalEEMod allows the user to enter specific vehicle trip generation rates. The project-specific daily trip generation rate provided by the traffic consultant.[10] The land uses in the traffic report did not match the land uses of the project. Therefore, the daily trip generation was calculated using the updated size of the project and the traffic provided trip generation rate based on the land use type. The Saturday and Sunday trip rates were adjusted by multiplying the ratio of the CalEEMod default rates for Saturday and Sunday trips to the default weekday rate with the project-specific daily weekday trip rate. With these adjustments, the project would reduce the site's daily trips by 877. The default trip types and lengths specified by CalEEMod were used.

EMFAC2021 Adjustment

The vehicle emission factors and fleet mix used in CalEEMod are based on EMFAC2017, which is an older CARB emission inventory for on road and off road mobile sources. Since the release of CalEEMod Version 2020.4.0, new emission factors have been produced by CARB. EMFAC2021 became available for use in January 2021. It includes the latest data on California's car and truck fleets and travel activity. The CalEEMod vehicle emission factors and fleet mix were updated with the emission rates and fleet mix from EMFAC2021, which were adjusted with the CARB EMFAC off-model adjustment factors. On road emission rates from 2025 Contra Costa County were used (See *Attachment 3*). More details about the updates in emissions calculation methodologies and data are available in the EMFAC2021 Technical Support Document.[11]

Energy

CalEEMod defaults for energy use were used, which include the 2019 Title 24 Building Standards. GHG emissions modeling includes those indirect emissions from electricity consumption. The electricity produced emission rate was modified in CalEEMod. CalEEMod has a default emission factor of 203.98 pounds of CO_2 per megawatt of electricity produced, which is based on PG&E's 2019 emissions rate.

Other Inputs

Default model assumptions for emissions associated with solid waste generation use were applied to the project. Water/wastewater use were changed to 100% aerobic conditions to represent wastewater treatment plant conditions since the project site would not send wastewater to septic tanks or facultative lagoons.

[10] W-Trans, *Traffic Analysis for the Pinole Vista Project*, February 17, 2021.
[11] See CARB 2021: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-modeling-tools-emfac

Existing Uses

The existing site consists of a vacant 91,342-sf retail building and surface parking lot. Since the existing building is vacant, the emissions were not netted out and the project was considered to be a completely new source of emissions. However, it should be noted that the retail building could be reoccupied and result in future emissions without any additional analysis. A CalEEMod model run was developed to compute emissions from the existing/reuse land uses as if they were operating in 2025. The reuse land uses were input as 91,342-sf of "Strip Mall" and 230,676-sf of "Parking Lot." The existing/reuse trip generation rates provided by the traffic consultant and other inputs were applied to the existing/reuse modeling in the same manner described for the proposed project. Historical energy data for this land use was used.

Summary of Computed Operational Period Emissions

Annual emissions were predicted using CalEEMod. The daily emissions were estimated assuming 365 days of operation. Table 5 shows average daily emissions of ROG, NO_X, total PM_{10}, and total $PM_{2.5}$ during operation of the project. The operational period emissions would not exceed the BAAQMD significance thresholds.

Table 5. Operational Period Emissions

Scenario	ROG	NOx	PM_{10}	$PM_{2.5}$
2025 Project Operational Emissions (*tons/year*)	2.06	0.65	0.93	0.25
2025 Reuse Site Operational Emissions (*tons/year*)	1.64	0.71	1.01	0.26
BAAQMD Thresholds (tons /year)	*10 tons*	*10 tons*	*15 tons*	*10 tons*
Exceed Thresholds?	No	No	No	No
2025 Project Operational Emissions (*lbs./day*)[1]	11.30	3.56	5.09	1.37
2025 Reuse Site Operational Emissions (*lbs./day*) [1]	8.99	3.89	5.53	1.42
BAAQMD Thresholds (lbs./day)	*54 lbs.*	*54 lbs.*	*82 lbs.*	*54 lbs.*
Exceed Threshold?	No	No	No	No

Notes: [1] Assumes 365-day operation.

Impact AIR-3: Expose sensitive receptors to substantial pollutant concentrations?

Project impacts related to increased community risk can occur either by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity or by significantly exacerbating existing cumulative TAC impacts. This project would introduce new sources of TACs during construction (i.e., on-site construction and truck hauling emissions) and operation (i.e., mobile sources and stationary sources).

Project construction activity would generate dust and equipment exhaust that would affect nearby sensitive receptors. The project would not include the installation of any emergency generators powered by a diesel engine but would generate some traffic consisting of mostly light-duty gasoline-powered vehicles, which would produce TAC and air pollutant emissions.

Project impacts to existing sensitive receptors were addressed for temporary construction activities and long-term operational conditions. There are also several sources of existing TACs and localized air pollutants in the vicinity of the project. The impact of the existing sources of TAC was also assessed in terms of the cumulative risk which includes the project contribution, as well as the risk on the new sensitive receptors introduced by the project.

Community Risk Methodology for Construction and Operation

Community risk impacts were addressed by predicting increased cancer risk, the increase in annual $PM_{2.5}$ concentrations and computing the Hazard Index (HI) for non-cancer health risks. The risk impacts from the project are the combination of risks from construction and operation sources. These sources include on-site construction activity, construction truck hauling, and increased traffic from the project. To evaluate the increased cancer risks from the project, a 30-year exposure period was used, per BAAQMD guidance,[12] with the sensitive receptors being exposed to both project construction and operation emissions during this timeframe.

The project increased cancer risk is computed by summing the project construction cancer risk and operation cancer risk contributions. Unlike, the increased maximum cancer risk, the annual $PM_{2.5}$ concentration and HI values are not additive but based on the annual maximum values for the entirety of the project. The project maximally exposed individual (MEI) is identified as the sensitive receptor that is most impacted by the project's construction and operation.

The methodology for computing community risks impacts is contained in *Attachment 1*. This involved the calculation of TAC and $PM_{2.5}$ emissions, dispersion modeling of these emissions, and computations of cancer risk and non-cancer health effects.

Modeled Sensitive Receptors

Receptors for this assessment included locations where sensitive populations would be present for extended periods of time (i.e., chronic exposures). This includes the existing residences to the south and northwest of the site and other existing residences at further distances, as shown in Figure 1. Residential receptors are assumed to include all receptor groups (i.e., third trimester, infants, children, and adults) with almost continuous exposure to project emissions.

Community Health Risk from Project Construction

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. These exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations. Construction exhaust emissions may still pose health risks for sensitive receptors such as surrounding residents (see Impact AIR-2). The primary community risk impact issue associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A health risk assessment of the project construction activities was conducted that evaluated potential health effects to nearby sensitive receptors from construction emissions of

[12] BAAQMD, 2016. *BAAQMD Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines*. December 2016.

DPM and $PM_{2.5}$.[13] This assessment included dispersion modeling to predict the offsite and on-site concentrations resulting from project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated.

Construction Emissions

The CalEEMod model and EMFAC2021 emissions provided total annual PM_{10} exhaust emissions (assumed to be DPM) for the off-road construction equipment and for exhaust emissions from on-road vehicles, with total emissions from all construction stages as 0.02 tons (34 pounds). The on-road emissions are a result of haul truck travel during grading activities, worker travel, and vendor deliveries during construction. A trip length of half a mile was used to represent vehicle travel while at or near the construction site. It was assumed that these emissions from on-road vehicles traveling at or near the site would occur at the construction site. Fugitive $PM_{2.5}$ dust emissions were calculated by CalEEMod as 0.01 tons (20 pounds) for the overall construction period.

Dispersion Modeling

The U.S. EPA AERMOD dispersion model was used to predict concentrations of DPM and $PM_{2.5}$ concentrations at sensitive receptors in the vicinity of the project construction area. The AERMOD dispersion model is a BAAQMD-recommended model for use in modeling analysis of these types of emission activities for CEQA projects.[14] Emission sources for the construction site were grouped into two categories: exhaust emissions of DPM and fugitive $PM_{2.5}$ dust emissions.

Construction Sources

To represent the construction equipment exhaust emissions, an area source emission release height of 20 feet (6 meters) was used for the area sources.[15] The release height incorporates both the physical release height from the construction equipment (i.e., the height of the exhaust pipe) and plume rise after it leaves the exhaust pipe. Plume rise is due to both the high temperature of the exhaust and the high velocity of the exhaust gas. It should be noted that when modeling an area source, plume rise is not calculated by the AERMOD dispersion model as it would do for a point source (exhaust stack). Therefore, the release height from an area source used to represent emissions from sources with plume rise, such as construction equipment, should be based on the height the exhaust plume is expected to achieve, not just the height of the top of the exhaust pipe.

For modeling fugitive $PM_{2.5}$ emissions, a near-ground level release height of 7 feet (2 meters) was used for the area source. Fugitive dust emissions at construction sites come from a variety of sources, including truck and equipment travel, grading activities, truck loading (with loaders) and unloading (rear or bottom dumping), loaders and excavators moving and transferring soil and other materials, etc. All of these activities result in fugitive dust emissions at various heights at the point(s) of generation. Once generated, the dust plume will tend to rise as it moves downwind

[13] DPM is identified by California as a toxic air contaminant due to the potential to cause cancer.
[14] Bay Area Air Quality Management District (BAAQMD), 2012, *Recommended Methods for Screening and Modeling Local Risks and Hazards, Version 3.0.* May.
[15] California Air Resource Board, 2007. *Proposed Regulation for In-Use Off-Road Diesel Vehicles, Appendix D: Health Risk Methodology*. April. Web: https://ww3.arb.ca.gov/regact/2007/ordiesl07/ordiesl07.htm

across the site and exit the site at a higher elevation than when it was generated. For all these reasons, a 7-foot release height was used as the average release height across the construction site. Emissions from the construction equipment and on-road vehicle travel were distributed throughout the modeled area sources.

AERMOD Inputs and Meteorological Data

The modeling used a five-year data set (2013 - 2017) of hourly meteorological data from the Conoco Philips Hillcrest site prepared for use with the AERMOD model by BAAQMD. As shown in Figure 1, the wind rose indicated construction emissions would move away from the adjacent southern sensitive receptors. Construction emissions were modeled as occurring daily between 7:00 a.m. to 4:00 p.m., when the majority of construction activity is expected to occur. Annual DPM and $PM_{2.5}$ concentrations from construction activities during the 2022-2024 period were calculated using the model. DPM and $PM_{2.5}$ concentrations were calculated at nearby sensitive receptors. Receptor elevations were based on USGS National Elevation Data (NED) with a 30-meter resolution. Receptor heights of 5 feet (1.5 meters) were used to represent the breathing height on the first floor of nearby single-family residences.[16]

Summary of Construction Community Risk Impacts

The maximum increased cancer risks were calculated using the modeled TAC concentrations combined with OEHHA guidance for age sensitivity factors and exposure parameters as recommended by BAAQMD (see *Attachment 1)*. Non-cancer health hazards and maximum $PM_{2.5}$ concentrations were also calculated and identified. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs. Third trimester, infant, child, and adult exposures were assumed to occur at all residences during the entire construction period.

The maximum modeled annual $PM_{2.5}$ concentration was calculated based on combined exhaust and fugitive concentrations. The maximum computed HI value was based on the ratio of the maximum DPM concentration modeled and the chronic inhalation refence exposure level of 5 $\mu g/m^3$.

The maximum modeled annual DPM and $PM_{2.5}$ concentrations, which includes both the DPM and fugitive $PM_{2.5}$ concentrations, were identified at nearby sensitive receptors (as shown in Figure 1) to find the maximally exposed individuals (MEI). Results of this assessment indicated that the construction MEI was located on the first floor (5 feet above ground) of a single-family home south of the project site. Table 6 summarizes the maximum cancer risks, $PM_{2.5}$ concentrations, and health hazard indexes for project related construction activities affecting the construction MEI. *Attachment 4* to this report includes the emission calculations used for the construction area source modeling and the cancer risk calculations.

[16] Bay Area Air Quality Management District, 2012, Recommended Methods for Screening and Modeling Local Risks and Hazards, Version 3.0. May. Web: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/risk-modeling-approach-may-2012.pdf?la=en

Community Risks from Project Operation – Traffic and Stationary Equipment

Stationary equipment that could emit substantial TACs (e.g., emergency generators) are not planned for this project. Operation of the project would have long-term emissions from mobile sources (i.e., traffic). Per BAAQMD recommended risks and methodology, a road with less than 10,000 total vehicles per day is considered a low-impact source of TACs.[17] With the adjusted trip generation explained above, the project itself would generate 1,213 daily trips but would have a site net reduction of 877 trips, when considering the potential re-occupation of the retail building. These trips would be dispersed on the roadway system with a majority of the trips being from light-duty vehicles (i.e., passenger automobiles), and the project daily and net daily trips are a fraction of 10,000 daily vehicles. Therefore, emissions from project traffic are considered negligible and not included within this analysis.

Summary of Project-Related Community Risks at the Off-Site Project MEI

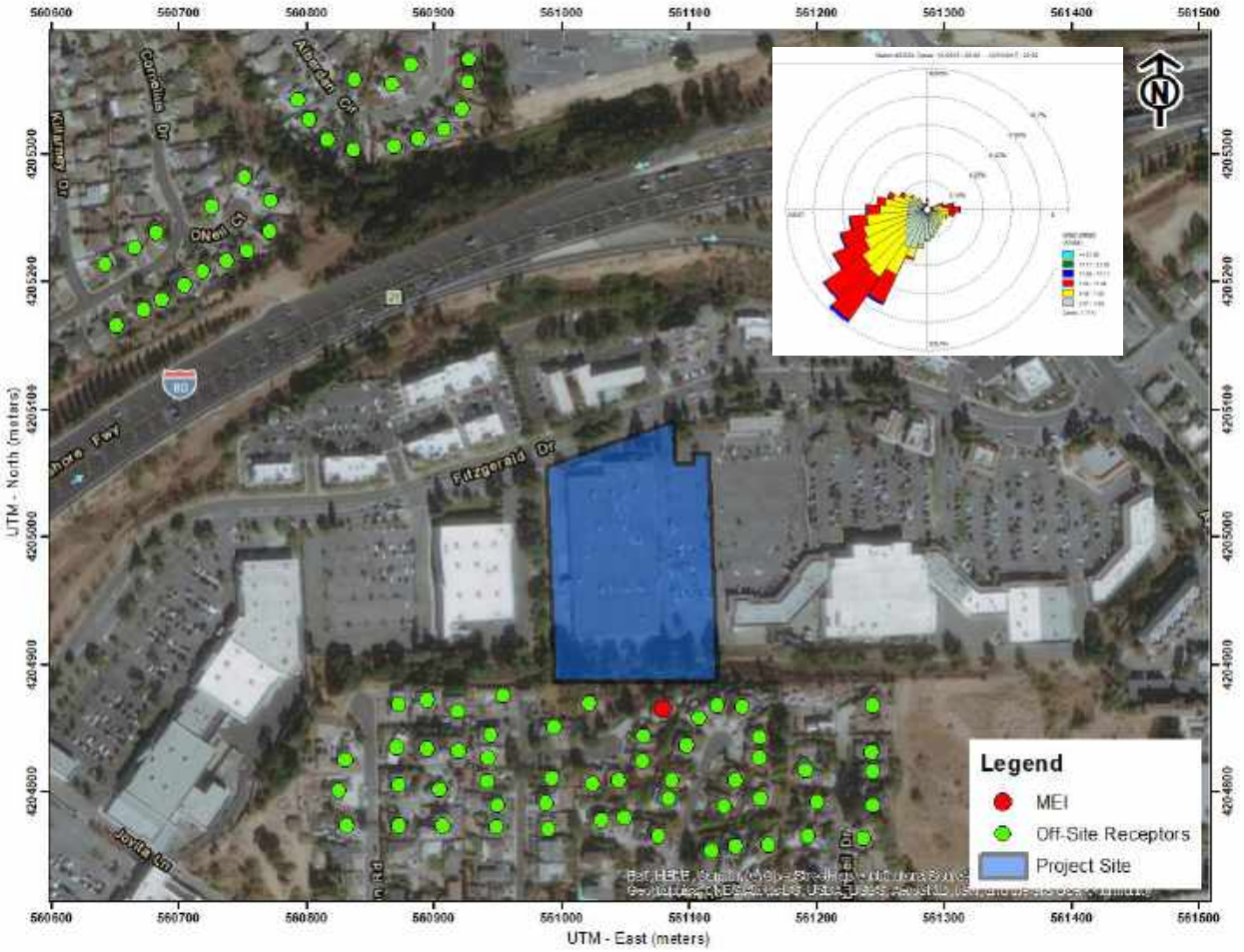
Project risk impacts are shown in Table 6. The unmitigated maximum increased cancer risks, maximum $PM_{2.5}$ concentration, and health hazard indexes from construction activities at the MEI do not exceed their respective BAAQMD single-source thresholds.

Table 6. Construction Risk Impacts at the Off-Site MEI

Source		Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Impact				
Project Construction	Unmitigated	1.65 (infant)	0.01	<0.01
	BAAQMD Single-Source Threshold	***10***	***0.3***	***1.0***
Exceed Threshold?	Unmitigated	*No*	*No*	*No*

[17] Bay Area Air Quality Management District, 2012, *Recommended Methods for Screening and Modeling Local Risks and Hazards, Version 3.0.* May. Web: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/risk-modeling-approach-may-2012.pdf?la=en

Figure 1. Locations of Project Construction Site, Off-Site Sensitive Receptors, Maximum TAC Impact, and Wind Rose



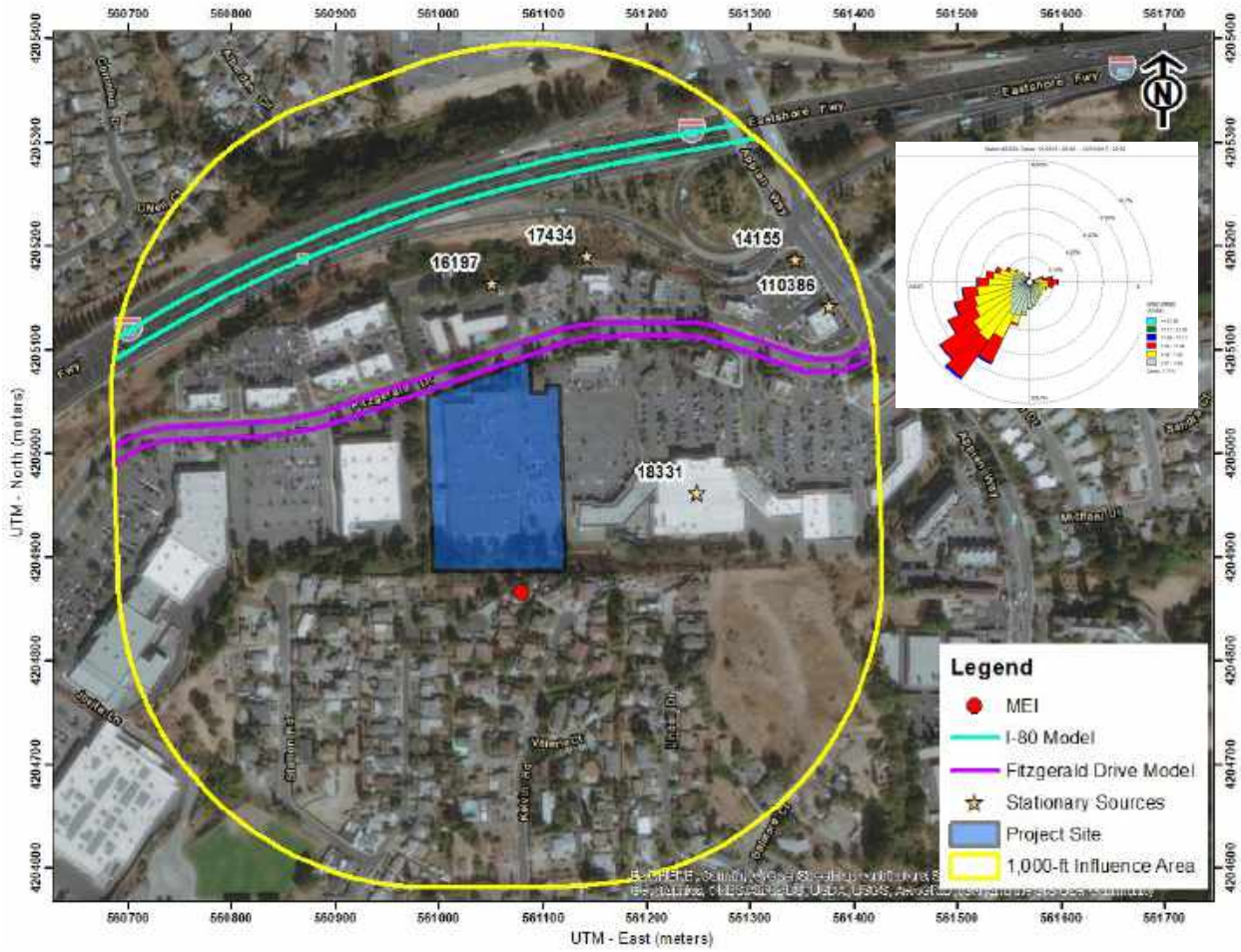
Cumulative Community Risks of all TAC Sources at the Off-Site Project MEI

Community health risk assessments typically look at all substantial sources of TACs that can affect sensitive receptors that are located within 1,000 feet of a project site (i.e., influence area). These sources include rail lines, highways, busy surface streets, and stationary sources identified by BAAQMD.

A review of the project area and based on provided traffic information indicated that traffic on Interstate 80 (I-80) and Fitzgerald Drive within the influence area would have traffic exceeding 10,000 vehicles per day. Other nearby streets are assumed to have less than 10,000 vehicles per day. A small section of Appian Way is just within the influence area but given that it is on the boundary and majority of the roadway is not within area, and it is downwind from the project site and project MEI, Appian Way was not included in the cumulative assessment. A review of BAAQMD's stationary source geographic information systems (GIS) map tool identified five stationary sources with the potential to affect the project site and MEIs. Figure 2 shows the location of the sources affecting the MEI. Community risk impacts from these sources upon the MEI

reported in Table 7. Details of the modeling and community risk calculations are included in *Attachment 5.*

Figure 2. Project Site, Nearby TAC and $PM_{2.5}$ Sources, and Wind Rose



Highways – Interstate 80

The project MEI is located near I-80. A refined analysis of the impacts of TACs and $PM_{2.5}$ to the MEI receptor is necessary to evaluate potential cancer risks and $PM_{2.5}$ concentrations from the highway. A review of the traffic information reported by California Department of Transportation (Caltrans) indicates that I-80 traffic includes 167,000 vehicles per day (based on an annual average)[18] that are about 6.0 percent trucks, of which 2.9 percent are considered diesel heavy duty trucks and 3.1 percent are medium duty trucks.[19]

Traffic Emissions Modeling

This analysis involved the development of DPM, organic TACs, and $PM_{2.5}$ emissions for traffic on I-80 using the Caltrans version of the CARB EMFAC2017 emissions model, known as CT-

[18] Caltrans. 2021. *2019 Traffic Volumes on California State Highways.*
[19] Caltrans. 2021. *2020 Annual Average Daily Truck Traffic on the California State Highway System.*

EMFAC2017.[20] CT-EMFAC2017 provides emission factors for mobile source criteria pollutants and TACs, including DPM. Emission processes modeled include running exhaust for DPM, $PM_{2.5}$ and total organic compounds (TOG), running evaporative losses for TOG, and tire and brake wear and fugitive road dust for $PM_{2.5}$. All $PM_{2.5}$ emissions from all vehicles were used, rather than just the $PM_{2.5}$ fraction from diesel powered vehicles, because all vehicle types (i.e., gasoline and diesel powered) produce $PM_{2.5}$. Additionally, $PM_{2.5}$ emissions from vehicle tire and brake wear from re-entrained roadway dust were included in these emissions. DPM emissions are projected to decrease in the future and are reflected in the CT-EMFAC2017 emissions data. Inputs to the model include region (Contra Costa County), type of road (freeway), traffic mix assigned by CT-EMFAC2017 for the county and adjusted for the local truck mix on I-80, year of analysis (2022 – construction start year), and season (annual).

In order to estimate TAC and $PM_{2.5}$ emissions over the 30-year exposure period used for calculating the increased cancer risks for sensitive receptors at the MEI and project site, the CT-EMFAC2017 model was used to develop vehicle emission factors for the year 2022 (construction start year). Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CT-EMFAC2017. Year 2022 emissions were conservatively assumed as being representative of future conditions over the time period that cancer risks are evaluated since, as discussed above, overall vehicle emissions, and in particular diesel truck emissions, will decrease in the future.

Average daily traffic volumes and truck percentages were based on Caltrans data for I-80. Traffic volumes were assumed to increase 1 percent per year. Hourly traffic distributions specific to these segments of I-80 were obtained from Caltrans Performance Measurement System (PeMS). PeMS data is collected in real-time from nearly 40,000 individual detectors spanning the freeway system across all major metropolitan areas of California.[21] The fraction of traffic volume each hour was calculated and applied to the 2022 average daily traffic volumes estimate to estimate hourly traffic emission rates for the highway.

For all hours of the day, other than during peak a.m. and p.m. periods, an average speed of 65 mph was assumed for all vehicles. Based on traffic data from PeMS, traffic speeds during the peak a.m. and p.m. periods were identified. For the 2-hour periods during the peak a.m. period and peak p.m. period, an average travel speed of 35 mph was used for eastbound and westbound traffic.

This analysis involved the development of DPM, organic TACs, and $PM_{2.5}$ emissions for future traffic on I-80 and using these emissions with an air quality dispersion model to calculate TAC and $PM_{2.5}$ concentrations at the project MEI receptor location. Maximum increased lifetime cancer risks and annual $PM_{2.5}$ concentrations for the receptor were then computed using modeled TAC and $PM_{2.5}$ concentrations and BAAQMD methods and exposure parameters described in *Attachment 1*.

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[20] Note that Caltrans had not developed CT-EMFAC2021 at the time of this analysis. Use of CT-EMFAC with EMFAC2021 incorporated would likely result in lower risks and $PM_{2.5}$ concentrations.

[21] Caltrans. *Performance Measurement System (PeMS) Data Source.* 2021. Web: https://dot.ca.gov/programs/traffic-operations/mpr/pems-source

Dispersion Modeling

Dispersion modeling of TAC and $PM_{2.5}$ emissions was conducted using the U.S. EPA AERMOD dispersion model, which is recommended by the BAAQMD for this type of analysis.[22] TAC and $PM_{2.5}$ emissions from traffic on the highway within about 1,000 feet of the project site was evaluated with the model. Emissions from vehicle traffic were modeled in AERMOD using a series of volume sources along a line (line volume sources), with line segments used to represent eastbound and westbound travel lanes on the highway. The same meteorological data and off-site sensitive receptors used in the previous construction dispersion modeling were used in the highway modeling. As shown in Figure 2, the wind rose indicated highway emissions would move away from the MEI receptor. Other inputs to the model included road geometry and elevations, hourly traffic emissions, and receptor locations and heights. Roadway and receptor elevations were based on USGS National Elevation Data (NED) with a 30-meter resolution. Annual TAC and $PM_{2.5}$ concentrations for 2022 from traffic on I-80 were calculated using the model. Concentrations were calculated at the project MEI with receptor height of 5 feet (1.5 meters) to represent the breathing heights on the first floor of the nearby residence.

Computed Cancer and Non-Cancer Health Impacts

The cancer risk, $PM_{2.5}$ concentration, and HI impacts from I-80 on the project MEI are shown in Table 7. Figure 2 shows the roadway links used for the modeling and receptor location where concentrations were calculated. Details of the emission calculations, dispersion modeling, and cancer risk calculations for the receptor with the maximum cancer risk from I-80 traffic are provided in *Attachment 5*.

<u>Local Roadways – Fitzgerald Drive</u>

A refined analysis of potential health impacts from vehicle traffic on Fitzgerald Drive was conducted, similar to the highway analysis above. The refined analysis involved predicting emissions for the traffic volume and mix of vehicle types on the roadway near the project site and using an atmospheric dispersion model to predict exposure to TACs. The associated cancer risks are then computed based on the modeled exposures. *Attachment 1* includes a description of how community risk impacts, including cancer risk are computed.

Emission Rates

Local roadway inputs to the CT-EMFAC2017 model include region (Contra Costa County), type of road (major/collector), truck percentage for non-state highways in Contra Costa County (3.59 percent),[23] traffic mix assigned by CT-EMFAC2017 for the county, year of analysis (2022 – construction start year), and season (annual).

The average daily traffic (ADT) for Fitzgerald Drive was based on AM and PM peak-hour existing

[22] BAAQMD. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May 2012
[23] Bay Area Air Quality Management District, 2012, *Recommended Methods for Screening and Modeling Local Risks and Hazards, Version 3.0.* May. Web: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/risk-modeling-approach-may-2012.pdf?la=en

plus project traffic volumes for the nearby roadways provided by the project's traffic consultant.[24] Assuming a 1 percent per year increase, the predicted ADT on Fitzgerald Drive would be 15,291 vehicles. Average hourly traffic distributions for Contra Costa County roadways were developed using the EMFAC model,[25] which were then applied to the ADT volumes to obtain estimated hourly traffic volumes and emissions for the roadway. For all hours of the day, an average speed of 30 mph for Fitzgerald Drive was assumed for all vehicles based on posted speed limit signs on the roadway.

Dispersion Modeling

Dispersion modeling of TAC and $PM_{2.5}$ emissions was conducted using the EPA AERMOD air quality dispersion model. TAC and $PM_{2.5}$ emissions from traffic on Fitzgerald Drive within 1,000 feet of the project site were evaluated. Vehicle traffic on the roadway was modeled using a series of volume sources along a line (line volume sources), with line segments used for the eastbound and westbound travel direction on the roadway. The same meteorological data and off-site sensitive receptors used in the highway dispersion modeling were used in the roadway modeling. As shown in Figure 2, the wind rose indicated roadway emissions would move away from the MEI receptor. Other inputs to the model included road geometry and elevations, hourly traffic emissions, and receptor locations.

Figure 2 shows the roadway segments modeled and residential MEI receptor location used in the modeling. Table 7 lists the risks and hazards from the roadways. The emission rates and roadway calculations used in the analysis are shown in *Attachment 5*.

<u>BAAQMD Permitted Stationary Sources</u>

Permitted stationary sources of air pollution near the project site were identified using BAAQMD's *Permitted Stationary Sources 2018* GIS website,[26] which identifies the location of nearby stationary sources and their estimated risk and hazard impacts, including emissions and adjustments to account for new OEHHA guidance. Five sources were identified using this tool with four sources being diesel-powered generators and one being a gas dispensing facility. The BAAQMD GIS website provided screening risks and hazards for this source, so a stationary source information request was not required to be submitted to BAAQMD. After further review, sources #16197 and #18331 did not have any risk or hazard impact data, so they were removed from the cumulative analysis as they would have no impacts at the MEI.

The screening level risks and hazards provided by BAAQMD for the remaining stationary sources were adjusted for distance using BAAQMD's *Distance Adjustment Multiplier Tool for Diesel Internal Combustion Engines and Gas Dispensing Facilities*. Community risk impacts from the stationary sources upon the MEI are reported in Table 7.

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[24] W-Trans, *Traffic Analysis for the Pinole Vista Project*, February 17, 2021

[25] The Burden output from EMFAC2007, a previous version of CARB's EMFAC model, was used for this since the current web-based version of EMFAC2014 does not include Burden type output with hour by hour traffic volume information.

[26] BAAQMD, https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=2387ae674013413f987b1071715daa65

Summary of Cumulative Health Risk Impact at Construction MEI

Table 7 reports both the project and cumulative community risk impacts at the sensitive receptors most affected by construction (i.e., the MEI). The project would not have exceedances with respect to community risk caused by project construction activities, since the maximum unmitigated cancer risk, annual $PM_{2.5}$ concentration and Hazard Index did not exceed the BAAQMD single-source thresholds. Additionally, the cancer risk, $PM_{2.5}$ concentration, and HI also do not exceed their respective cumulative thresholds. According to BAAQMD, health risks would be less than significant if the risks from the project are reduced below the single-source thresholds.

Table 7. Cumulative Community Risk Impacts at the Location of the Project MEI

Source		Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Impacts				
Project Construction	Unmitigated	1.65 (infant)	0.01	<0.01
BAAQMD Single-Source Threshold		***10***	***0.3***	***1.0***
Exceed Threshold?	Unmitigated	*No*	*No*	*No*
Cumulative Sources				
Interstate 80		3.49	0.09	<0.01
Fitzgerald Drive, ADT 15,291		0.48	0.02	<0.01
West County Wastewater District (Facility ID #14155, Generator), MEI at +1,000 feet		0.06	-	-
Target Store T-0737 (Facility ID #17434, Generator), MEI at +1,000 feet		<0.01	-	-
7- Eleven Inc. #37994 (Facility ID #110386, Gas Station), MEI at +1,000 feet		0.77	-	<0.01
Combined Sources	Unmitigated	6.46	0.12	<0.04
BAAQMD Cumulative Source Threshold		***100***	***0.8***	***10.0***
Exceed Threshold?	Unmitigated	*No*	*No*	*No*

On-Site Community Health Risk Impacts – New Project Residents

In addition to evaluating health impact from project construction, a health risk assessment was completed to assess the impact existing TAC sources would have on the new proposed sensitive receptors (residents) that that project would introduce. The same TAC sources identified above were used in this health risk assessment.[27]

Highways and Local Roadways – I-80 and Fitzgerald Drive

The highway and roadway analyses for the project residents was conducted in the same manner as described above for the off-site MEI. The project set of receptors were placed throughout the future proposed residential building and were spaced every 23 feet (7 meters). Highway and roadway

[27] We note that to the extent this analysis considers *existing* air quality issues in relation to the impact on *future residents* of the Project, it does so for informational purposes only pursuant to the judicial decisions in *CBIA v. BAAQMD* (2015) 62 Cal.4th 369, 386 and *Ballona Wetlands Land Trust v. City of Los Angeles* (2011) 201 Cal.App.4th 455, 473, which confirm that the impacts of the environment on a project are excluded from CEQA unless the project itself "exacerbates" such impacts.

impacts were modeled at receptor heights of 5 feet (1.5 meters), 18 feet (5.4 meters), and 28 feet (8.5 meters) representing sensitive receptors on the first through third floors on the future multi-family residential building. The portions of I-80 and Fitzgerald Drive included in the modeling are shown in Figure 3 along with the project site and receptor locations where impacts were modeled. As shown in Figure 3, the wind rose indicated highway and roadway emissions would move away from the on-site sensitive receptors.

Maximum increased cancer risks were calculated for the residents at the project site using the maximum modeled TAC concentrations. A 30-year exposure period with vehicle emission factors for the year 2025 (project operational year) was used in calculating cancer risks. This assumed the future residents would include third trimester pregnancy and infants/children and were assumed to be in the new homes for 24 hours per day for 350 days per year. The highest impacts from I-80 and Fitzgerald Drive occurred at the first-floor receptor in the northwest corner unit of the project residential building. Cancer risks associated with I-80 and Fitzgerald Drive are greatest closest to the roadways and decrease with distance from the roads. The highway and roadway community risk impacts at the project site are shown in Table 8. Details of the highway and roadway emission calculations, dispersion modeling, and cancer risk calculations are contained in *Attachment 5.*

Stationary Sources

The stationary source screening analysis for the new project sensitive receptors was conducted in the same manner as described above for the construction MEI. Table 8 shows the health risk screening results from the stationary sources.

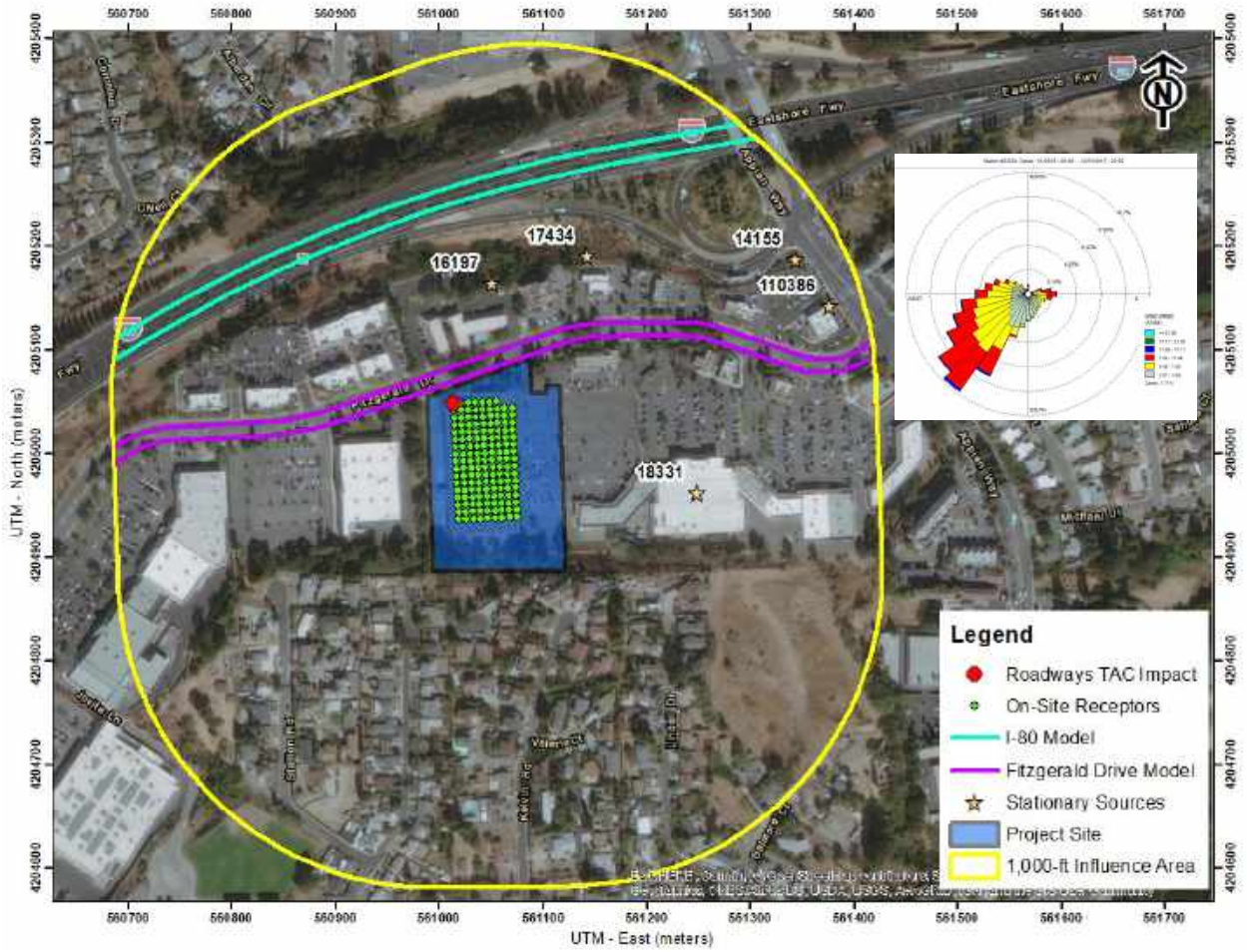
Combined Community Health Risk at Project Site

Community risk impacts from the existing TAC sources upon the project site are reported in Table 8. The risks from the singular TAC sources are compared against the BAAQMD single-source threshold. The risks from all the sources are then combined and compared against the BAAQMD cumulative-source threshold. As shown, the cancer risk, annual $PM_{2.5}$ concentrations, and HI from the nearby sources do not exceed their single-source or cumulative-source thresholds.

Table 8. Cumulative Community Risk Impacts Upon the On-site Sensitive Receptors

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Interstate 80	6.35	0.23	<0.01
Fitzgerald Drive, ADT 15,746	2.46	0.21	<0.01
West County Wastewater District (Facility ID #14155, Generator), Project Site at +1,000 feet	0.06	-	-
Target Store T-0737 (Facility ID #17434, Generator), Project Site at 500 feet	<0.01	-	-
7- Eleven Inc. #37994 (Facility ID #110386, Gas Station), Project Site at +1,000 feet	0.77	-	<0.01
BAAQMD Single-Source Threshold	***10***	***0.3***	***1.0***
Exceed Threshold?	*No*	*No*	*No*
Cumulative Total	9.65	0.44	<0.03
BAAQMD Cumulative Source Threshold	***100***	***0.8***	***10.0***
Exceed Threshold?	*No*	*No*	*No*

Figure 3. Project Site, On-Site Residential Receptors, Roadway Segments Evaluated, Wind Rose, and Locations of Maximum Roadway TAC Impacts



Greenhouse Gas Emissions

Setting

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2, CH_4, and N_2O are byproducts of fossil fuel combustion.
- N_2O is associated with agricultural operations such as fertilization of crops.
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing.

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO_2 being assigned a value of 1 and sulfur hexafluoride being several orders of magnitude stronger. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO_2 equivalents (CO_2e).

An expanding body of scientific research supports the theory that global climate change is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

Recent Regulatory Actions for GHG Emissions

Executive Order S-3-05 – California GHG Reduction Targets

Executive Order (EO) S-3-05 was signed by Governor Arnold Schwarzenegger in 2005 to set GHG emission reduction targets for California. The three targets established by this EO are as follows: (1) reduce California's GHG emissions to 2000 levels by 2010, (2) reduce California's GHG emissions to 1990 levels by 2020, and (3) reduce California's GHG emissions by 80 percent below 1990 levels by 2050.

Assembly Bill 32 – California Global Warming Solutions Act (2006)

Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, codified the State's GHG emissions target by directing CARB to reduce the State's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, the CARB, CEC, California Public Utilities Commission (CPUC), and Building Standards Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05, which has a target of reducing GHG emissions 80 percent below 1990 levels.

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State's main strategies to reduce GHGs from business-as-usual emissions projected in 2020 back down to 1990 levels. Business-As-Usual (BAU) is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

As directed by AB 32, CARB has also approved a statewide GHG emissions limit. On December 6, 2007, CARB staff resolved an amount of 427 million metric tons (MMT) of CO_2e as the total statewide GHG 1990 emissions level and 2020 emissions limit. The limit is a cumulative statewide limit, not a sector- or facility-specific limit. CARB updated the future 2020 BAU annual emissions forecast, in light of the economic downturn, to 545 MMT of CO_2e. Two GHG emissions reduction measures currently enacted that were not previously included in the 2008 Scoping Plan baseline inventory were included, further reducing the baseline inventory to 507 MMT of CO_2e. Thus, an estimated reduction of 80 MMT of CO_2e is necessary to reduce statewide emissions to meet the AB 32 target by 2020.

Executive Order B-30-15 & Senate Bill 32 GHG Reduction Targets – 2030 GHG Reduction Target

In April 2015, Governor Brown signed EO B-30-15, which extended the goals of AB 32, setting a greenhouse gas emissions target at 40 percent of 1990 levels by 2030. On September 8, 2016, Governor Brown signed Senate Bill (SB) 32, which legislatively established the GHG reduction target of 40 percent of 1990 levels by 2030. In November 2017, CARB issued *California's 2017 Climate Change Scoping Plan*. [28] While the State is on track to exceed the AB 32 scoping plan 2020 targets, this plan is an update to reflect the enacted SB 32 reduction target.

SB 32 was passed in 2016, which codified a 2030 GHG emissions reduction target of 40 percent below 1990 levels. CARB is currently working on a second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32. The proposed Scoping Plan Update was published on January 20, 2017 as directed by SB 32 companion legislation AB 197. The mid-term 2030 target is considered critical by CARB on the path to obtaining an even deeper GHG emissions target of 80 percent below 1990 levels by 2050, as directed in Executive

[28] California Air Resource Board, 2017. *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Targets.* November. Web: https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf

Order S-3-05. The Scoping Plan outlines the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure, providing a blueprint to continue driving down GHG emissions and obtain the statewide goals.

The new Scoping Plan establishes a strategy that will reduce GHG emissions in California to meet the 2030 target (note that the AB 32 Scoping Plan only addressed 2020 targets and a long-term goal). Key features of this plan are:

- Cap and Trade program places a firm limit on 80 percent of the State's emissions;
- Achieving a 50-percent Renewable Portfolio Standard by 2030 (currently at about 29 percent statewide);
- Increase energy efficiency in existing buildings;
- Develop fuels with an 18-percent reduction in carbon intensity;
- Develop more high-density, transit-oriented housing;
- Develop walkable and bikeable communities;
- Greatly increase the number of electric vehicles on the road and reduce oil demand in half;
- Increase zero-emissions transit so that 100 percent of new buses are zero emissions;
- Reduce freight-related emissions by transitioning to zero emissions where feasible and near-zero emissions with renewable fuels everywhere else; and
- Reduce "super pollutants" by reducing methane and hydrofluorocarbons by 40 percent.

In the updated Scoping Plan, CARB recommends statewide targets of no more than 6 metric tons CO_2e per capita (statewide) by 2030 and no more than 2 metric tons CO_2e per capita by 2050. The statewide per capita targets account for all emissions sectors in the State, statewide population forecasts, and the statewide reductions necessary to achieve the 2030 statewide target under SB 32 and the longer-term State emissions reduction goal of 80 percent below 1990 levels by 2050.

Executive Order B-55-18 – Carbon Neutrality

In 2018, a new statewide goal was established to achieve carbon neutrality as soon as possible, but no later than 2045, and to maintain net negative emissions thereafter. CARB and other relevant state agencies are tasked with establishing sequestration targets and create policies/programs that would meet this goal.

Senate Bill 375 – California's Regional Transportation and Land Use Planning Efforts (2008)

California enacted legislation (SB 375) to expand the efforts of AB 32 by controlling indirect GHG emissions caused by urban sprawl. SB 375 provides incentives for local governments and applicants to implement new conscientiously planned growth patterns. This includes incentives for creating attractive, walkable, and sustainable communities and revitalizing existing communities. The legislation also allows applicants to bypass certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Development of more alternative transportation options that would reduce vehicle trips and miles traveled, along with traffic congestion, would be encouraged. SB 375 enhances CARB's ability to reach the AB 32 goals by directing the agency in developing regional GHG emission reduction targets to be achieved from the transportation sector for 2020 and 2035. CARB works with the metropolitan

planning organizations (e.g., Association of Bay Area Governments [ABAG] and Metropolitan Transportation Commission [MTC]) to align their regional transportation, housing, and land use plans to reduce vehicle miles traveled and demonstrate the region's ability to attain its GHG reduction targets. A similar process is used to reduce transportation emissions of ozone precursor pollutants in the Bay Area.

Senate Bill 350 - Renewable Portfolio Standards

In September 2015, the California Legislature passed SB 350, which increases the states Renewables Portfolio Standard (RPS) for content of electrical generation from the 33 percent target for 2020 to a 50 percent renewables target by 2030.

Senate Bill 100 – Current Renewable Portfolio Standards

In September 2018, SB 100 was signed by Governor Brown to revise California's RPS program goals, furthering California's focus on using renewable energy and carbon-free power sources for its energy needs. The bill would require all California utilities to supply a specific percentage of their retail sales from renewable resources by certain target years. By December 31, 2024, 44 percent of the retails sales would need to be from renewable energy sources, by December 31, 2026 the target would be 40 percent, by December 31, 2017 the target would be 52 percent, and by December 31, 2030 the target would be 60 percent. By December 31, 2045, all California utilities would be required to supply retail electricity that is 100 percent carbon-free and sourced from eligible renewable energy resource to all California end-use customers.

California Building Standards Code – Title 24 Part 11 & Part 6

The California Green Building Standards Code (CALGreen Code) is part of the California Building Standards Code under Title 24, Part 11.[29] The CALGreen Code encourages sustainable construction standards that involve planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2019 California Building Standard Code) was effective as of January 1, 2020.

The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and is overseen by the California Energy Commission (CEC). This code includes design requirements to conserve energy in new residential and non-residential developments, while being cost effective for homeowners. This Energy Code is enforced and verified by cities during the planning and building permit process. The current energy efficiency standards (2019 Energy Code) replaced the 2016 Energy Code as of January 1,2020. Under the 2019 standards, single-family homes are predicted to be 53 percent more efficient than homes built under the 2016 standard due more stringent energy-efficiency standards and mandatory installation of solar photovoltaic systems. For nonresidential developments, it is predicted that these buildings will use 30 percent less energy due to lightening upgrades.[30]

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[29] See: https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen#:~:text=CALGreen%20is%20the%20first%2Din,to%201990%20levels%20by%202020.
[30] See: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf

Federal and Statewide GHG Emissions

The U.S. EPA reported that in 2018, total gross nationwide GHG emissions were 6,676.6 million metric tons (MMT) carbon dioxide equivalent (CO_2e).[31] These emissions were lower than peak levels of 7,416 MMT that were emitted in 2007. CARB updates the statewide GHG emission inventory on an annual basis where the latest inventory includes 2000 through 2017 emissions.[32] In 2017, GHG emissions from statewide emitting activities were 424 MMT. The 2017 emissions have decreased by 14 percent since peak levels in 2004 and are 7 MMT below the 1990 emissions level and the State's 2020 GHG limit. Per capita GHG emissions in California have dropped from a 2001 peak of 14.1 MT per person to 10.7 MT per person in 2017. The most recent Bay Area emission inventory was computed for the year 2011.[33] The Bay Area GHG emission were 87 MMT. As a point of comparison, statewide emissions were about 444 MMT in 2011

City of Pinole General Plan Update

The Pinole General Plan Update[34] outlines the long-range policy framework to guide decision-making related to sustainability and stewardship, community tapestry, and fiscal responsibly and economic health. The Health and Safety Element and Sustainability Element includes goals, policies and actions focused on improving air quality and reducing GHG emissions. The following goals, policies, and actions are applicable to the proposed project:

POLICY HS.6.2 Reduce greenhouse gas emissions.

GOAL SE.3 The City will reduce its contribution to climate change and mitigate and adapt to the effects of climate change as appropriate.

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.

ACTION SE.3.1.1 Complete the in-progress Greenhouse Gas Emissions Inventory for Government Operations and the community (or Planning Area) consistent with State or other accepted protocol. The Inventory shall provide a business-as-usual forecast for GHG emissions for 2020 and 2030.

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[31] United States Environmental Protection Agency, 2020. *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2018*. April. Web: https://www.epa.gov/sites/production/files/2020-04/documents/us-ghg-inventory-2020-main-text.pdf

[32] CARB. 2019. *2019 Edition, California Greenhouse Gas Emission Inventory: 2000 – 2017*. Web: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf

[33] BAAQMD. 2015. *Bay Area Emissions Inventory Summary Report: Greenhouse Gases Base Year 2011*. January. Web: http://www.baaqmd.gov/~/media/files/planning-and-research/emission-inventory/by2011_ghgsummary.pdf accessed Nov. 26, 2019.

[34] City of Pinole, *Pinole Genera Plan Update*, November 2010. Web: https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_10946972/File/City%20Government/Planning/General%20Plan/City_of_Pinole_2010_General_Plan%20with%202015-2023%20Housing%20Element%20Update.pdf

ACTION SE.3.1.2 Within 12 months of completion of a baseline GHG Inventory, initiate development of a Climate Action Plan that identifies how the City will achieve its 15% reduction target by 2020, at a minimum.

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.

GOAL SE.4 Optimize energy efficiency and renewable energy.

Although the City has goals, policies, and action items to be consistent with the State's GHG reduction targets, the City does not have a Climate Action Plan (CAP), a CAP Compliance Checklist, or a specific metric ton GHG threshold for project-level construction or operation. Therefore, the BAAQMD's CEQA Air Quality Guideline's thresholds are used.

BAAQMD GHG Significance Thresholds

The BAAQMD's CEQA Air Quality Guidelines do not use quantified thresholds for projects that are in a jurisdiction with a qualified GHG reductions plan (i.e., a Climate Action Plan). The plan has to address emissions associated with the period that the project would operate (e.g., beyond year 2020). For quantified emissions, the guidelines recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. Development of the project would occur beyond 2020, so a threshold that addresses a future target is appropriate.

Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a "Substantial Progress" efficiency metric of 2.8 MT CO_{2e}/year/service population and a bright-line threshold of 660 MT CO_{2e}/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.8 is calculated for 2030 based on the 1990 inventory and the projected 2030 statewide population and employment levels. [35] The 2030 bright-line threshold is a 40 percent reduction of the 2020 1,100 MT CO_{2e}/year threshold. Evidence published by the State indicates the AB 32 goal of reducing statewide GHG emissions to 1990 levels was met prior to 2020. Current State plans are to further reduce emissions to 40% below 1990 levels by 2030. Assuming statewide emissions are at 1990 levels or lower in 2020, it would be logical to reduce the BAAQMD-recommended threshold for meeting the AB 32 threshold by 40% to develop a threshold for 2030.

Impact-GHG 1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal.

[35] Bay Area Air Quality Management District, 2016. *CLE International 12th Annual Super-Conference CEQA Guidelines, Case Law and Policy Update*. December.

Emissions for the proposed project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines.

CalEEMod Modeling

CalEEMod was used to predict GHG emissions from operation of the site assuming full build-out of the project. The project land use types and size and other project-specific information were input to the model, as described above within the operational period emissions. CalEEMod output is included in *Attachment 2*.

Service Population

The project service population efficiency rate is based on the number of future residents. For this project, the number of future residents was estimated by multiplying the total number of units (i.e., 223 units) by the persons per household rate for the City of Pinole found in the California Department of Finance Population and Housing Estimate report.[36] Using the 2.80 person per household 2020 rate, the number of futures residents and service population used for the analysis was estimated to be 624 residents.

Construction GHG Emissions

GHG emissions associated with construction were computed to be 588 MT of CO_2e for the total construction period. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable.

Operational GHG Emissions

The CalEEMod model, along with the project vehicle trip generation rates and unmitigated VMT adjustment factor, was used to estimate daily emissions associated with operation of the fully developed site under the proposed project. As shown in Table 9, the annual emissions resulting from operation of the proposed project are predicted to be 1,216 MT of CO_2e in 2025 and 1,125 MT of CO_2e in 2030. The service population emission for the year 2025 and 2030 are predicted to be 1.9 and 1.8 MT CO_{2e}/year/service population, respectively.

To be considered an exceedance, the project must exceed both the GHG significance threshold in metric tons per year and the service population significance threshold in the future year of 2030. While the project would exceed the annual emissions bright-line threshold of 660 MT CO_2e/year, it would not exceed the per capita threshold of 2.8 MT CO_{2e}/year/service population in 2030. Therefore, the project would not be in exceedance for GHG emissions.

[36] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark*. Sacramento, California. Available at: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.

Table 9. Annual Project GHG Emissions (CO_2e) in Metric Tons and Per Capita

Source Category	Proposed Project	
	2025	**2030**
Area	12	12
Energy Consumption	185	185
Mobile	948	857
Solid Waste Generation	52	52
Water Usage	19	19
Total (MT CO_{2e}/year)	**1,216**	**1,125**
Significance Threshold		***660 MT CO_2e/year***
Service Population Emissions (MT CO_{2e}/year/service population)	1.9	1.8
Significance Threshold		***2.8 in 2030***
Exceeds both thresholds?		*No*

Impact GHG-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed project would not conflict or otherwise interfere with the statewide GHG reduction measures identified in CARB's Scoping Plan nor would the project conflict with SB 100 goals. For example, proposed buildings would be constructed in conformance with CALGreen and the Title 24 Building Code, which requires high-efficiency water fixtures, water-efficient irrigation systems, and compliance with current energy efficacy standards.

Supporting Documentation

Attachment 1 is the methodology used to compute community risk impacts, including the methods to compute lifetime cancer risk from exposure to project emissions.

Attachment 2 includes the CalEEMod output for project construction and operational criteria air pollutant and GHG emissions. The operational outputs for existing and 2030 uses are also included in this attachment. Also included are any modeling assumptions.

Attachment 3 includes the EMFAC2021 emissions modeling. The input files for these calculations are voluminous and are available upon request in digital format.

Attachment 4 is the construction health risk assessment. This includes the summary of the dispersion modeling and the cancer risk calculations for construction. AERMOD dispersion modeling files for this assessment, which are quite voluminous, are available upon request and would be provided in digital format

Attachment 5 includes the cumulative community risk calculations, modeling results, and health risk calculations from sources affecting the construction MEI and project site receptors.

Attachment 1: Health Risk Calculation Methodology

A health risk assessment (HRA) for exposure to Toxic Air Contaminates (TACs) requires the application of a risk characterization model to the results from the air dispersion model to estimate potential health risk at each sensitive receptor location. The State of California Office of Environmental Health Hazard Assessment (OEHHA) and California Air Resources Board (CARB) develop recommended methods for conducting health risk assessments. The most recent OEHHA risk assessment guidelines were published in February of 2015.[37] These guidelines incorporate substantial changes designed to provide for enhanced protection of children, as required by State law, compared to previous published risk assessment guidelines. CARB has provided additional guidance on implementing OEHHA's recommended methods.[38] This HRA used the 2015 OEHHA risk assessment guidelines and CARB guidance. The BAAQMD has adopted recommended procedures for applying the newest OEHHA guidelines as part of Regulation 2, Rule 5: New Source Review of Toxic Air Contaminants.[39] Exposure parameters from the OEHHA guidelines and the recent BAAQMD HRA Guidelines were used in this evaluation.

Cancer Risk

Potential increased cancer risk from inhalation of TACs is calculated based on the TAC concentration over the period of exposure, inhalation dose, the TAC cancer potency factor, and an age sensitivity factor to reflect the greater sensitivity of infants and children to cancer causing TACs. The inhalation dose depends on a person's breathing rate, exposure time and frequency and duration of exposure. These parameters vary depending on the age, or age range, of the persons being exposed and whether the exposure is considered to occur at a residential location or other sensitive receptor location.

The current OEHHA guidance recommends that cancer risk be calculated by age groups to account for different breathing rates and sensitivity to TACs. Specifically, they recommend evaluating risks for the third trimester of pregnancy to age zero, ages zero to less than two (infant exposure), ages two to less than 16 (child exposure), and ages 16 to 70 (adult exposure). Age sensitivity factors (ASFs) associated with the different types of exposure are an ASF of 10 for the third trimester and infant exposures, an ASF of 3 for a child exposure, and an ASF of 1 for an adult exposure. Also associated with each exposure type are different breathing rates, expressed as liters per kilogram of body weight per day (L/kg-day) or liters per kilogram of body weight per 8-hour period for the case of worker or school child exposures. As recommended by the BAAQMD for residential exposures, 95th percentile breathing rates are used for the third trimester and infant exposures, and 80th percentile breathing rates for child and adult exposures. For children at schools and daycare facilities, BAAQMD recommends using the 95th percentile 8-hour breathing rates. Additionally, CARB and the BAAQMD recommend the use of a residential exposure duration of

[37] OEHHA, 2015. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*. Office of Environmental Health Hazard Assessment. February.
[38] CARB, 2015. *Risk Management Guidance for Stationary Sources of Air Toxics*. July 23.
[39] BAAQMD, 2016. *BAAQMD Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines*. December 2016.

30 years for sources with long-term emissions (e.g., roadways). For workers, assumed to be adults, a 25-year exposure period is recommended by the BAAQMD. For school children a 9-year exposure period is recommended by the BAAQMD.

Under previous OEHHA and BAAQMD HRA guidance, residential receptors are assumed to be at their home 24 hours a day, or 100 percent of the time. In the 2015 Risk Assessment Guidance, OEHHA includes adjustments to exposure duration to account for the fraction of time at home (FAH), which can be less than 100 percent of the time, based on updated population and activity statistics. The FAH factors are age-specific and are: 0.85 for third trimester of pregnancy to less than 2 years old, 0.72 for ages 2 to less than 16 years, and 0.73 for ages 16 to 70 years. Use of the FAH factors is allowed by the BAAQMD if there are no schools in the project vicinity have a cancer risk of one in a million or greater assuming 100 percent exposure (FAH = 1.0).

Functionally, cancer risk is calculated using the following parameters and formulas:

Cancer Risk (per million) = $CPF \times Inhalation\ Dose \times ASF \times ED/AT \times FAH \times 10^6$

Where:

CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = $C_{air} \times DBR^* \times A \times (EF/365) \times 10^{-6}$

Where:

C_{air} = concentration in air ($\mu g/m^3$)
DBR = daily breathing rate (L/kg body weight-day)
8HrBR = 8-hour breathing rate (L/kg body weight-8 hours)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

The health risk parameters used in this evaluation are summarized as follows:

Parameter	*Exposure Type →*	Infant		Child	Adult
	Age Range →	3rd Trimester	0<2	2 < 16	16 - 30
DPM Cancer Potency Factor $(mg/kg\text{-}day)^{-1}$		1.10E+00	1.10E+00	1.10E+00	1.10E+00
Daily Breathing Rate (L/kg-day) 80th Percentile Rate		273	758	572	261
Daily Breathing Rate (L/kg-day) 95th Percentile Rate		361	1,090	745	335
8-hour Breathing Rate (L/kg-8 hours) 95th Percentile Rate		-	1,200	520	240
Inhalation Absorption Factor		1	1	1	1
Averaging Time (years)		70	70	70	70
Exposure Duration (years)		0.25	2	14	14*
Exposure Frequency (days/year)		350	350	350	350*
Age Sensitivity Factor		10	10	3	1
Fraction of Time at Home (FAH)		0.85-1.0	0.85-1.0	0.72-1.0	0.73*
* An 8-hour breathing rate (8HrBR) is used for worker and school child exposures.					

Non-Cancer Hazards

Non-cancer health risk is usually determined by comparing the predicted level of exposure to a chemical to the level of exposure that is not expected to cause any adverse effects (reference exposure level), even to the most susceptible people. Potential non-cancer health hazards from TAC exposure are expressed in terms of a hazard index (HI), which is the ratio of the TAC concentration to a reference exposure level (REL). OEHHA has defined acceptable concentration levels for contaminants that pose non-cancer health hazards. TAC concentrations below the REL are not expected to cause adverse health impacts, even for sensitive individuals. The total HI is calculated as the sum of the HIs for each TAC evaluated and the total HI is compared to the BAAQMD significance thresholds to determine whether a significant non-cancer health impact from a project would occur.

Typically, for residential projects located near roadways with substantial TAC emissions, the primary TAC of concern with non-cancer health effects is diesel particulate matter (DPM). For DPM, the chronic inhalation REL is 5 micrograms per cubic meter ($\mu g/m^3$).

Annual $PM_{2.5}$ Concentrations

While not a TAC, fine particulate matter ($PM_{2.5}$) has been identified by the BAAQMD as a pollutant with potential non-cancer health effects that should be included when evaluating potential community health impacts under the California Environmental Quality Act (CEQA). The thresholds of significance for $PM_{2.5}$ (project level and cumulative) are in terms of an increase in the annual average concentration. When considering $PM_{2.5}$ impacts, the contribution from all sources of $PM_{2.5}$ emissions should be included. For projects with potential impacts from nearby local roadways, the $PM_{2.5}$ impacts should include those from vehicle exhaust emissions, $PM_{2.5}$ generated from vehicle tire and brake wear, and fugitive emissions from re-suspended dust on the roads.

Attachment 2: CalEEMod Modeling Inputs and Outputs

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Air Quality/Noise Construction Information Data Request

Project Name: **Pinole Mixed-Use**

Complete ALL Portions in Yellow

See Equipment Type TAB for type, horsepower and load factor

Project Size	223 Dwelling Units	5.93 acres	total project acres disturbed
	263,862 s.f. residential		
	0 s.f. retail		
	0 s.f. office/commercial		
	0 s.f. other, specify:		
	0 s.f. parking garage		spaces
	91,730 s.f. parking lot	275	spaces
Construction Hours	am to		pm

Pile Driving? Y/N? No.

Project include on-site GENERATOR OR FIRE PUMP during project OPERATION? Y/N? ____No.

IF YES (if BOTH separate values) -->

Kilowatts/Horsepower: _____

Fuel Type: _____

Location in project (Plans Desired if Available):

DO NOT MULTIPLY EQUIPMENT HOURS/DAY BY THE QUANTITY OF EQUIPMENT

Quantity	Description	HP	Load Factor	Hours/day	Total Work Days	Avg. Hours per day	HP Annual Hours	Comments
	Demolition	**Start Date:**	**9/5/2022**	**Total phase:**	**25**			**Overall Import/Export Volumes**
		End Date:	**10/10/2022**					
	Concrete/Industrial Saws	81	0.73			0	0	**Demolition Volume**
2	Excavators	158	0.38	7	25	7	21014	Square footage of buildings to be demolished
	Rubber-Tired Dozers	247	0.4			0	0	(*or* total tons to be hauled)
	Tractors/Loaders/Backhoes	97	0.37			0	0	_91,342_ square feet *or*
	Other Equipment?							_?_ Hauling volume (tons)
								Any pavement demolished and hauled? _2980_ tons
	Site Preparation	**Start Date:**	**10/10/2022**	**Total phase:**	**10**			
		End Date:	**10/24/2022**					
1	Graders	187	0.41	7	10	7	5367	
	Rubber Tired Dozers	247	0.4			0	0	
	Tractors/Loaders/Backhoes	97	0.37			0	0	
	Other Equipment?							
	Grading / Excavation	**Start Date:**	**10/24/2022**	**Total phase:**	**10**			
		End Date:	**11/7/2022**					**Soil Hauling Volume**
2	Excavators	158	0.38	7	10	7	8406	Export volume = _100_ cubic yards
	Graders	187	0.41			0	0	Import volume = _100_ cubic yards
	Rubber Tired Dozers	247	0.4			0	0	
	Concrete/Industrial Saws	81	0.73			0	0	
1	Tractors/Loaders/Backhoes	97	0.37	7	10	7	2512	
	Other Equipment?							
	Trenching/Foundation	**Start Date:**	**11/7/2022**	**Total phase:**	**60**			
		End Date:	**2/6/2023**					
1	Tractor/Loader/Backhoe	97	0.37	7	60	7	15074	
1	Excavators	158	0.38	7	60	7	25217	
	Other Equipment?							
	Building - Exterior	**Start Date:**	**2/6/2023**	**Total phase:**	**382**			**Cement Trucks? _150_ Total Round-Trips**
		End Date:	**8/12/2024**					
	Cranes	231	0.29			0	0	Electric? (Y/N) _Y__ Otherwise assumed diesel
2	Forklifts	89	0.2	4	88	0.92146597	12531	Liquid Propane (LPG)? (Y/N) _Y__ Otherwise Assumed diesel
	Generator Sets	84	0.74			0	0	Or temporary line power? (Y/N) _Y__
	Tractors/Loaders/Backhoes	97	0.37			0	0	
	Welders	46	0.45			0	0	
	Air Compressors					0	0	
Building - Interior/Architectural Coating		**Start Date:**	**2/6/2023**	**Total phase:**	**382**			
		End Date:	**8/12/2024**					
2	Air Compressors	78	0.48	4	88	0.92146597	26358	
2	Aerial Lift	62	0.31	2	88	0.46073298	6765	
	Other Equipment?							
	Paving	**Start Date:**	**8/12/2024**	**Total phase:**	**20**			
		End Date:	**9/6/2024**					
1	Cement and Mortar Mixers	9	0.56	2	20	2	202	
	Pavers	130	0.42			0	0	**Asphalt? _1132__ cubic yards or __114__ round trips**
1	Paving Equipment	132	0.36	4	4	0.8	760	
2	Rollers	80	0.38	2	7	0.7	851	
	Tractors/Loaders/Backhoes	97	0.37			0	0	
	Other Equipment?							
	Additional Phases	**Start Date:**		**Total phase:**				
		End Date:						
						#DIV/0!	0	
						#DIV/0!	0	
						#DIV/0!	0	
						#DIV/0!	0	
						#DIV/0!	0	

Equipment types listed in "Equipment Types" worksheet tab.

Equipment listed in this sheet is to provide an example of inputs

Complete one sheet for each project component

It is assumed that water trucks would be used during grading

Add or subtract phases and equipment, as appropriate

Modify horsepower or load factor, as appropriate

Traffic Consultant Trip Gen						CalEEMod Default		
Land Use		Size	Daily Trips	New Trips	Weekday Trip Gen	Weekday	Sat	Sun
Apartmetns Mid Rise	Units	223	1213	1213	***5.44***	5.44	4.91	4.09
						Rev	***4.91***	***4.09***
EXISTING								
Strip Mall	ksf	91.34	2090	2090	***22.88***	44.32	42.04	20.43
						Rev	***21.70***	***10.55***
Net Daily Trips				-877				

Table 2 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Existing											
Department Store	91.34 ksf	22.88	-2,090	0.58	-53	-34	-19	1.95	-178	-89	-89
Proposed											
Multi-Family Housing	214 du	5.44	1,164	0.36	77	20	57	0.44	94	57	37
Net Difference			**-926**		**24**	**-14**	**38**		**-84**	**-32**	**-52**

Note: ksf = 1,000 square feet; du = dwelling unit

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Construction Criteria Air Pollutants						
Unmitigated	ROG	NOX	PM10 Exhaust	PM2.5 Exhaust	**CO2e**	
Year	Tons				MT	
Construction Equipment						
2022	0.02	0.15	0.01	0.01	30.61	
2023	1.17	0.11	0.01	0.01	21.19	
2024	0.73	0.05	0.00	0.00	10.12	
EMFAC						
2022	0.03	0.09	0.01	0.002	86.44	
2023	0.08	0.23	0.02	0.007	262.65	
2024	0.05	0.15	0.01	0.005	176.56	
Total Construction Emissions by Year						
2022	0.04	0.23	0.01	0.01	117.06	
2023	1.25	0.33	0.02	0.01	283.84	
2024	0.78	0.20	0.01	0.01	186.68	
	Total Construction Emissions					
Tons	2.07	0.76	0.05	0.03	587.57	
Pounds/Workdays	*Average Daily Emissions*				Workdays	
2022	1.00	5.47	0.30	0.21		**84**
2023	9.53	2.55	0.18	0.10		**261**
2024	8.71	2.21	0.17	0.08		**179**
Threshold - lbs/day	**54.0**	**54.0**	**82.0**	**54.0**		
	Total Construction Emissions					
Pounds	19.24	10.23	0.65	0.38	0.00	
Average	7.89	2.91	0.20	0.11	0.00	524.0
Threshold - lbs/day	**54.0**	**54.0**	**82.0**	**54.0**		

Operational Criteria Air Pollutants						
Unmitigated	ROG	NOX	Total PM10	Total PM2.5		
Year	Tons					
Total	2.06	0.65	0.93	0.25		
	Net Annual Operational Emissions					
Tons/year	2.06	0.65	0.93	0.25		
Threshold - Tons/year	**10.0**	**10.0**	**15.0**	**10.0**		
	Average Daily Emissions					
Pounds Per Day	11.30	3.56	5.09	1.37		
Threshold - lbs/day	**54.0**	**54.0**	**82.0**	**54.0**		
	Existing/Reuse Use Emissions					
Tons/year	1.64	0.71	1.01	0.26		
Pounds Per Day	8.99	3.89	5.53	1.42		

Category	**CO2e**			
	Project	Existing	Project 2030	Existing
Area	11.74	0.00	11.74	0.00
Energy	185.05	113.70	185.05	113.70
Mobile	948.36	1070.94	856.92	967.56
Waste	51.59	48.23	51.59	48.23
Water	19.26	13.99	19.26	13.99
TOTAL	1215.99	1246.87	1124.55	1143.49
Net GHG Emissions		-30.87		-18.94
Service Population	624			
Per Capita Emissions		1.9		1.8
	223	units		
CA DOF 1920 =	2.8	pphh		

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

1500 Fitzgerald Dr, Pinole Vista

Contra Costa County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	223.00	Dwelling Unit	5.93	263,862.00	638
Parking Lot	275.00	Space	0.00	91,730.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	5			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Provided land uses - construction worksheet and plans

Construction Phase - Provided construction schedule

Off-road Equipment - Provided construction equip & hours

Off-road Equipment - Provided construction equip & hours

Off-road Equipment - Provided construction equip & hours

Off-road Equipment - Provided construction equip & hours

Off-road Equipment - Provided construction equip & hours

Off-road Equipment - Provided construction equip & hours

Off-road Equipment - Provided construction equip & hours

Grading - grading = 100-cy import & 100-cy export

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Demolition - existgin building demo = 91,342-sf

Trips and VMT - 0 trips for EMFAC2021 adjustments, pavement demo = 2,980 tons, building const = 150 cement truck round trips, paving = 114 asphalt truck round trips

Vehicle Trips - Same trip gen as traffic study

Vehicle Emission Factors - EMFAC2021 vehicle emission factors Contra Costa County 2025

Fleet Mix - EMFAC2021 fleet mix Contra Costa County 2025

Woodstoves - No fireplaces or wood, all natural gas

Water And Wastewater - Wastewater treatment 100% aerobic

Construction Off-road Equipment Mitigation - BMPs, Tier 4 interim mitigation

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	20.00	382.00
tblConstructionPhase	NumDays	230.00	382.00
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	PhaseEndDate	11/24/2023	7/23/2024
tblConstructionPhase	PhaseEndDate	9/29/2023	7/23/2024
tblConstructionPhase	PhaseEndDate	9/30/2022	10/7/2022
tblConstructionPhase	PhaseEndDate	11/11/2022	11/4/2022
tblConstructionPhase	PhaseEndDate	10/27/2023	9/6/2024
tblConstructionPhase	PhaseEndDate	10/14/2022	10/21/2022
tblConstructionPhase	PhaseStartDate	10/28/2023	2/6/2023
tblConstructionPhase	PhaseStartDate	11/12/2022	2/6/2023
tblConstructionPhase	PhaseStartDate	10/15/2022	10/24/2022
tblConstructionPhase	PhaseStartDate	9/30/2023	8/12/2024
tblConstructionPhase	PhaseStartDate	10/1/2022	10/10/2022
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	33.45	71.36
tblFireplaces	NumberWood	37.91	0.00
tblFleetMix	HHD	7.1590e-003	7.9020e-003
tblFleetMix	HHD	7.1590e-003	7.9020e-003
tblFleetMix	LDA	0.57	0.51
tblFleetMix	LDA	0.57	0.51
tblFleetMix	LDT1	0.06	0.04

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT2	0.18	0.22
tblFleetMix	LDT2	0.18	0.22
tblFleetMix	LHD1	0.02	0.03
tblFleetMix	LHD1	0.02	0.03
tblFleetMix	LHD2	5.5170e-003	6.6460e-003
tblFleetMix	LHD2	5.5170e-003	6.6460e-003
tblFleetMix	MCY	0.03	0.02
tblFleetMix	MCY	0.03	0.02
tblFleetMix	MDV	0.13	0.14
tblFleetMix	MDV	0.13	0.14
tblFleetMix	MH	3.2710e-003	3.3810e-003
tblFleetMix	MH	3.2710e-003	3.3810e-003
tblFleetMix	MHD	7.2310e-003	8.8530e-003
tblFleetMix	MHD	7.2310e-003	8.8530e-003
tblFleetMix	OBUS	5.4500e-004	5.2800e-004
tblFleetMix	OBUS	5.4500e-004	5.2800e-004
tblFleetMix	SBUS	1.3900e-003	7.3500e-004
tblFleetMix	SBUS	1.3900e-003	7.3500e-004
tblFleetMix	UBUS	3.3100e-004	4.8100e-004
tblFleetMix	UBUS	3.3100e-004	4.8100e-004
tblGrading	MaterialExported	0.00	100.00
tblGrading	MaterialImported	0.00	100.00
tblLandUse	LandUseSquareFeet	223,000.00	263,862.00
tblLandUse	LandUseSquareFeet	110,000.00	91,730.00
tblLandUse	LotAcreage	5.87	5.93
tblLandUse	LotAcreage	2.47	0.00
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.31	0.31

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.90
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblOffRoadEquipment	UsageHours	8.00	0.90
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.80
tblOffRoadEquipment	UsageHours	8.00	0.70
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblTripsAndVMT	HaulingTripNumber	415.00	0.00
tblTripsAndVMT	HaulingTripNumber	25.00	0.00
tblTripsAndVMT	VendorTripNumber	39.00	0.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	199.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	40.00	0.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblVehicleEF	HHD	0.02	0.23
tblVehicleEF	HHD	0.05	0.11
tblVehicleEF	HHD	6.26	5.17
tblVehicleEF	HHD	0.40	0.76
tblVehicleEF	HHD	5.2340e-003	5.8600e-004
tblVehicleEF	HHD	1,019.51	816.29

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	HHD	1,381.70	1,585.34
tblVehicleEF	HHD	0.04	9.0660e-003
tblVehicleEF	HHD	0.16	0.13
tblVehicleEF	HHD	0.22	0.25
tblVehicleEF	HHD	9.0000e-006	4.0000e-006
tblVehicleEF	HHD	5.29	4.09
tblVehicleEF	HHD	2.65	1.80
tblVehicleEF	HHD	2.36	2.73
tblVehicleEF	HHD	2.5120e-003	2.2060e-003
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.4040e-003	2.1050e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8700e-003	8.7970e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	7.2000e-005
tblVehicleEF	HHD	7.5000e-005	2.2000e-005
tblVehicleEF	HHD	0.42	0.33
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	3.6000e-005	1.9500e-004
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	9.4890e-003	7.1330e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.0000e-006	7.2000e-005
tblVehicleEF	HHD	7.5000e-005	2.2000e-005

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	HHD	0.49	0.59
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.07	0.13
tblVehicleEF	HHD	3.6000e-005	1.9500e-004
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	LDA	1.5730e-003	1.8970e-003
tblVehicleEF	LDA	0.04	0.07
tblVehicleEF	LDA	0.49	0.62
tblVehicleEF	LDA	2.06	2.95
tblVehicleEF	LDA	231.46	249.57
tblVehicleEF	LDA	49.16	64.98
tblVehicleEF	LDA	3.8640e-003	4.0970e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.16	0.24
tblVehicleEF	LDA	0.04	7.0320e-003
tblVehicleEF	LDA	1.2700e-003	1.1570e-003
tblVehicleEF	LDA	1.6650e-003	1.9400e-003
tblVehicleEF	LDA	0.02	2.4610e-003
tblVehicleEF	LDA	1.1690e-003	1.0650e-003
tblVehicleEF	LDA	1.5310e-003	1.7840e-003
tblVehicleEF	LDA	0.04	0.30
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	5.7590e-003	7.1520e-003
tblVehicleEF	LDA	0.03	0.23
tblVehicleEF	LDA	0.19	0.30
tblVehicleEF	LDA	2.2900e-003	2.4670e-003
tblVehicleEF	LDA	4.8600e-004	6.4200e-004

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDA	0.04	0.30
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	8.3700e-003	0.01
tblVehicleEF	LDA	0.03	0.23
tblVehicleEF	LDA	0.21	0.33
tblVehicleEF	LDT1	3.3010e-003	5.4260e-003
tblVehicleEF	LDT1	0.06	0.11
tblVehicleEF	LDT1	0.78	1.27
tblVehicleEF	LDT1	2.24	5.32
tblVehicleEF	LDT1	278.85	325.41
tblVehicleEF	LDT1	59.88	86.37
tblVehicleEF	LDT1	5.5760e-003	8.6950e-003
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.06	0.11
tblVehicleEF	LDT1	0.22	0.39
tblVehicleEF	LDT1	0.04	8.9010e-003
tblVehicleEF	LDT1	1.5500e-003	1.7770e-003
tblVehicleEF	LDT1	2.0750e-003	2.8970e-003
tblVehicleEF	LDT1	0.02	3.1150e-003
tblVehicleEF	LDT1	1.4260e-003	1.6350e-003
tblVehicleEF	LDT1	1.9080e-003	2.6640e-003
tblVehicleEF	LDT1	0.08	0.63
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.01	0.02
tblVehicleEF	LDT1	0.08	0.50
tblVehicleEF	LDT1	0.28	0.55
tblVehicleEF	LDT1	2.7590e-003	3.2170e-003

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDT1	5.9300e-004	8.5400e-004
tblVehicleEF	LDT1	0.08	0.63
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.08	0.50
tblVehicleEF	LDT1	0.31	0.60
tblVehicleEF	LDT2	2.5820e-003	2.5090e-003
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.66	0.75
tblVehicleEF	LDT2	2.64	3.52
tblVehicleEF	LDT2	295.77	335.88
tblVehicleEF	LDT2	63.81	85.87
tblVehicleEF	LDT2	5.2630e-003	5.6420e-003
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.24	0.32
tblVehicleEF	LDT2	0.04	8.5260e-003
tblVehicleEF	LDT2	1.3070e-003	1.2910e-003
tblVehicleEF	LDT2	1.6630e-003	2.0710e-003
tblVehicleEF	LDT2	0.02	2.9840e-003
tblVehicleEF	LDT2	1.2030e-003	1.1870e-003
tblVehicleEF	LDT2	1.5290e-003	1.9040e-003
tblVehicleEF	LDT2	0.06	0.29
tblVehicleEF	LDT2	0.12	0.08
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.01	9.5660e-003
tblVehicleEF	LDT2	0.05	0.22
tblVehicleEF	LDT2	0.27	0.37

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tblVehicleEF	LDT2	2.9260e-003	3.3200e-003
tblVehicleEF	LDT2	6.3100e-004	8.4900e-004
tblVehicleEF	LDT2	0.06	0.29
tblVehicleEF	LDT2	0.12	0.08
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.05	0.22
tblVehicleEF	LDT2	0.30	0.40
tblVehicleEF	LHD1	4.6450e-003	4.9710e-003
tblVehicleEF	LHD1	7.8330e-003	7.8630e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.18	0.19
tblVehicleEF	LHD1	0.72	0.83
tblVehicleEF	LHD1	0.97	1.97
tblVehicleEF	LHD1	9.02	8.87
tblVehicleEF	LHD1	764.24	767.43
tblVehicleEF	LHD1	10.67	16.34
tblVehicleEF	LHD1	8.1800e-004	7.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.85	0.79
tblVehicleEF	LHD1	0.29	0.41
tblVehicleEF	LHD1	9.3500e-004	8.0100e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.9160e-003	9.6050e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.2400e-004	1.9000e-004
tblVehicleEF	LHD1	8.9500e-004	7.6700e-004

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4790e-003	2.4010e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.0600e-004	1.7500e-004
tblVehicleEF	LHD1	1.7030e-003	0.12
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	9.8600e-004	0.00
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.20	0.16
tblVehicleEF	LHD1	0.06	0.10
tblVehicleEF	LHD1	8.7000e-005	8.6000e-005
tblVehicleEF	LHD1	7.4500e-003	7.4820e-003
tblVehicleEF	LHD1	1.0600e-004	1.6200e-004
tblVehicleEF	LHD1	1.7030e-003	0.12
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	9.8600e-004	0.00
tblVehicleEF	LHD1	0.12	0.12
tblVehicleEF	LHD1	0.20	0.16
tblVehicleEF	LHD1	0.07	0.11
tblVehicleEF	LHD2	2.8090e-003	2.8000e-003
tblVehicleEF	LHD2	6.5690e-003	7.0700e-003
tblVehicleEF	LHD2	6.7610e-003	0.01
tblVehicleEF	LHD2	0.13	0.13
tblVehicleEF	LHD2	0.61	0.56
tblVehicleEF	LHD2	0.53	1.04
tblVehicleEF	LHD2	14.16	14.19
tblVehicleEF	LHD2	742.13	816.81

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD2	6.88	8.60
tblVehicleEF	LHD2	1.8210e-003	1.8110e-003
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.87	0.93
tblVehicleEF	LHD2	0.16	0.21
tblVehicleEF	LHD2	1.4850e-003	1.4620e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.0800e-004	8.2000e-005
tblVehicleEF	LHD2	1.4200e-003	1.3990e-003
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.7120e-003	2.7030e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.9000e-005	7.5000e-005
tblVehicleEF	LHD2	7.5900e-004	0.06
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.6000e-004	0.00
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	1.3500e-004	1.3600e-004
tblVehicleEF	LHD2	7.1570e-003	7.8550e-003
tblVehicleEF	LHD2	6.8000e-005	8.5000e-005
tblVehicleEF	LHD2	7.5900e-004	0.06
tblVehicleEF	LHD2	0.03	0.01

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6000e-004	0.00
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	MCY	0.33	0.17
tblVehicleEF	MCY	0.26	0.19
tblVehicleEF	MCY	19.68	13.69
tblVehicleEF	MCY	9.10	8.27
tblVehicleEF	MCY	213.27	189.68
tblVehicleEF	MCY	61.41	50.92
tblVehicleEF	MCY	0.07	0.04
tblVehicleEF	MCY	0.02	8.6320e-003
tblVehicleEF	MCY	1.16	0.61
tblVehicleEF	MCY	0.27	0.15
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.0620e-003	1.9220e-003
tblVehicleEF	MCY	2.9910e-003	3.5170e-003
tblVehicleEF	MCY	5.0400e-003	4.2000e-003
tblVehicleEF	MCY	1.9270e-003	1.7990e-003
tblVehicleEF	MCY	2.8130e-003	3.3090e-003
tblVehicleEF	MCY	0.89	4.34
tblVehicleEF	MCY	0.73	3.60
tblVehicleEF	MCY	0.56	0.00
tblVehicleEF	MCY	2.27	1.15
tblVehicleEF	MCY	0.54	3.83
tblVehicleEF	MCY	1.97	1.45
tblVehicleEF	MCY	2.1100e-003	1.8750e-003
tblVehicleEF	MCY	6.0800e-004	5.0300e-004

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tblVehicleEF	MCY	0.89	0.11
tblVehicleEF	MCY	0.73	3.60
tblVehicleEF	MCY	0.56	0.00
tblVehicleEF	MCY	2.81	1.38
tblVehicleEF	MCY	0.54	3.83
tblVehicleEF	MCY	2.14	1.58
tblVehicleEF	MDV	3.3980e-003	3.6610e-003
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	0.76	0.91
tblVehicleEF	MDV	2.94	3.90
tblVehicleEF	MDV	365.80	410.07
tblVehicleEF	MDV	78.10	104.26
tblVehicleEF	MDV	7.6380e-003	8.4220e-003
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	0.30	0.42
tblVehicleEF	MDV	0.04	8.7320e-003
tblVehicleEF	MDV	1.3970e-003	1.3660e-003
tblVehicleEF	MDV	1.7290e-003	2.1250e-003
tblVehicleEF	MDV	0.02	3.0560e-003
tblVehicleEF	MDV	1.2880e-003	1.2600e-003
tblVehicleEF	MDV	1.5900e-003	1.9530e-003
tblVehicleEF	MDV	0.07	0.39
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.01	0.02
tblVehicleEF	MDV	0.06	0.30
tblVehicleEF	MDV	0.34	0.50
tblVehicleEF	MDV	3.6160e-003	4.0510e-003

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tblVehicleEF	MDV	7.7300e-004	1.0310e-003
tblVehicleEF	MDV	0.07	0.39
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.06	0.30
tblVehicleEF	MDV	0.38	0.54
tblVehicleEF	MH	8.5200e-003	9.7710e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.75	0.85
tblVehicleEF	MH	1.88	2.22
tblVehicleEF	MH	1,486.32	1,667.51
tblVehicleEF	MH	17.29	21.33
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.47	1.61
tblVehicleEF	MH	0.24	0.30
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	2.2200e-004	2.5700e-004
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.3000e-003	3.3220e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.0400e-004	2.3600e-004
tblVehicleEF	MH	0.54	29.31
tblVehicleEF	MH	0.05	7.55
tblVehicleEF	MH	0.22	0.00
tblVehicleEF	MH	0.06	0.07

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tblVehicleEF	MH	0.01	0.18
tblVehicleEF	MH	0.09	0.10
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	1.7100e-004	2.1100e-004
tblVehicleEF	MH	0.54	29.31
tblVehicleEF	MH	0.05	7.55
tblVehicleEF	MH	0.22	0.00
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	0.01	0.18
tblVehicleEF	MH	0.10	0.11
tblVehicleEF	MHD	4.0000e-003	0.01
tblVehicleEF	MHD	1.8620e-003	0.01
tblVehicleEF	MHD	9.9270e-003	8.8300e-003
tblVehicleEF	MHD	0.44	0.69
tblVehicleEF	MHD	0.24	0.34
tblVehicleEF	MHD	1.13	1.08
tblVehicleEF	MHD	82.82	166.88
tblVehicleEF	MHD	1,095.89	1,212.91
tblVehicleEF	MHD	9.87	8.44
tblVehicleEF	MHD	0.01	0.03
tblVehicleEF	MHD	0.13	0.16
tblVehicleEF	MHD	8.1210e-003	5.9700e-003
tblVehicleEF	MHD	0.50	0.94
tblVehicleEF	MHD	1.47	1.09
tblVehicleEF	MHD	1.66	1.42
tblVehicleEF	MHD	4.1500e-004	2.0600e-003
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	7.2330e-003	0.01
tblVehicleEF	MHD	1.2500e-004	1.0600e-004

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tblVehicleEF	MHD	3.9700e-004	1.9710e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	6.9120e-003	0.01
tblVehicleEF	MHD	1.1500e-004	9.8000e-005
tblVehicleEF	MHD	3.7500e-004	0.03
tblVehicleEF	MHD	0.02	6.6570e-003
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	2.2100e-004	0.00
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.02	0.05
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	7.8600e-004	1.5480e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.8000e-005	8.3000e-005
tblVehicleEF	MHD	3.7500e-004	0.03
tblVehicleEF	MHD	0.02	6.6570e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	2.2100e-004	0.00
tblVehicleEF	MHD	0.02	0.05
tblVehicleEF	MHD	0.02	0.05
tblVehicleEF	MHD	0.06	0.05
tblVehicleEF	OBUS	8.8010e-003	8.8470e-003
tblVehicleEF	OBUS	7.9490e-003	0.01
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.52	0.50
tblVehicleEF	OBUS	0.86	1.08
tblVehicleEF	OBUS	2.78	3.17
tblVehicleEF	OBUS	67.38	67.22
tblVehicleEF	OBUS	1,458.49	1,583.12

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tblVehicleEF	OBUS	21.17	24.03
tblVehicleEF	OBUS	8.4680e-003	8.5450e-003
tblVehicleEF	OBUS	0.09	0.11
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.25	0.25
tblVehicleEF	OBUS	1.10	1.15
tblVehicleEF	OBUS	0.70	0.70
tblVehicleEF	OBUS	8.3000e-005	2.8200e-004
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	6.0960e-003	0.02
tblVehicleEF	OBUS	2.1200e-004	2.1400e-004
tblVehicleEF	OBUS	8.0000e-005	2.7000e-004
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	5.8080e-003	0.02
tblVehicleEF	OBUS	1.9500e-004	1.9700e-004
tblVehicleEF	OBUS	1.6800e-003	0.12
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	8.1700e-004	0.00
tblVehicleEF	OBUS	0.04	0.08
tblVehicleEF	OBUS	0.09	0.14
tblVehicleEF	OBUS	0.13	0.15
tblVehicleEF	OBUS	6.4300e-004	6.4000e-004
tblVehicleEF	OBUS	0.01	0.02
tblVehicleEF	OBUS	2.0900e-004	2.3800e-004
tblVehicleEF	OBUS	1.6800e-003	0.12
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	8.1700e-004	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	OBUS	0.06	0.11
tblVehicleEF	OBUS	0.09	0.14
tblVehicleEF	OBUS	0.14	0.17
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	2.4230e-003	0.12
tblVehicleEF	SBUS	1.3430e-003	2.8900e-003
tblVehicleEF	SBUS	1.30	1.32
tblVehicleEF	SBUS	0.21	0.64
tblVehicleEF	SBUS	0.19	0.40
tblVehicleEF	SBUS	294.13	181.00
tblVehicleEF	SBUS	970.44	1,030.33
tblVehicleEF	SBUS	1.11	2.47
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	0.14	0.13
tblVehicleEF	SBUS	1.1920e-003	3.0200e-003
tblVehicleEF	SBUS	2.14	1.20
tblVehicleEF	SBUS	2.58	2.08
tblVehicleEF	SBUS	1.61	0.54
tblVehicleEF	SBUS	1.3790e-003	8.9100e-004
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	1.7000e-005	3.3000e-005
tblVehicleEF	SBUS	1.3190e-003	8.5100e-004
tblVehicleEF	SBUS	0.32	0.02
tblVehicleEF	SBUS	2.8990e-003	2.7060e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.5000e-005	3.1000e-005
tblVehicleEF	SBUS	8.9000e-005	0.01

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tblVehicleEF	SBUS	8.4100e-004	3.4760e-003
tblVehicleEF	SBUS	0.09	0.13
tblVehicleEF	SBUS	4.3000e-005	0.00
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	1.7950e-003	8.0700e-003
tblVehicleEF	SBUS	7.4670e-003	0.02
tblVehicleEF	SBUS	2.7850e-003	1.6140e-003
tblVehicleEF	SBUS	9.2040e-003	9.4530e-003
tblVehicleEF	SBUS	1.1000e-005	2.4000e-005
tblVehicleEF	SBUS	8.9000e-005	0.01
tblVehicleEF	SBUS	8.4100e-004	3.4760e-003
tblVehicleEF	SBUS	0.12	0.24
tblVehicleEF	SBUS	4.3000e-005	0.00
tblVehicleEF	SBUS	0.05	0.16
tblVehicleEF	SBUS	1.7950e-003	8.0700e-003
tblVehicleEF	SBUS	8.1750e-003	0.02
tblVehicleEF	UBUS	1.10	0.28
tblVehicleEF	UBUS	1.4020e-003	0.03
tblVehicleEF	UBUS	8.13	3.34
tblVehicleEF	UBUS	0.22	2.22
tblVehicleEF	UBUS	1,559.19	1,281.30
tblVehicleEF	UBUS	2.71	21.04
tblVehicleEF	UBUS	0.25	0.17
tblVehicleEF	UBUS	3.6400e-003	0.02
tblVehicleEF	UBUS	0.64	0.29
tblVehicleEF	UBUS	0.02	0.22
tblVehicleEF	UBUS	0.08	0.12
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	4.8830e-003	5.2070e-003

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tblVehicleEF	UBUS	4.6000e-005	1.5100e-004
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	7.1530e-003	7.6240e-003
tblVehicleEF	UBUS	4.6640e-003	4.9730e-003
tblVehicleEF	UBUS	4.3000e-005	1.3900e-004
tblVehicleEF	UBUS	1.2400e-004	0.04
tblVehicleEF	UBUS	9.9700e-004	0.01
tblVehicleEF	UBUS	6.6000e-005	0.00
tblVehicleEF	UBUS	0.02	0.05
tblVehicleEF	UBUS	1.2000e-004	0.03
tblVehicleEF	UBUS	4.7780e-003	0.11
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	2.7000e-005	2.0800e-004
tblVehicleEF	UBUS	1.2400e-004	0.04
tblVehicleEF	UBUS	9.9700e-004	0.01
tblVehicleEF	UBUS	6.6000e-005	0.00
tblVehicleEF	UBUS	1.12	0.34
tblVehicleEF	UBUS	1.2000e-004	0.03
tblVehicleEF	UBUS	5.2320e-003	0.12
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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					
2022	0.0152	0.1451	0.2132	3.5000e-004	0.0473	6.8400e-003	0.0541	7.0600e-003	6.2900e-003	0.0134	0.0000	30.3652	30.3652	9.8200e-003	0.0000	30.6107
2023	1.1674	0.1061	0.1582	2.4000e-004	0.0000	5.5300e-003	5.5300e-003	0.0000	5.2800e-003	5.2800e-003	0.0000	21.0786	21.0786	4.4400e-003	0.0000	21.1897
2024	0.7286	0.0514	0.0753	1.2000e-004	0.0000	2.5200e-003	2.5200e-003	0.0000	2.4300e-003	2.4300e-003	0.0000	10.0742	10.0742	1.7300e-003	0.0000	10.1174
Maximum	**1.1674**	**0.1451**	**0.2132**	**3.5000e-004**	**0.0473**	**6.8400e-003**	**0.0541**	**7.0600e-003**	**6.2900e-003**	**0.0134**	**0.0000**	**30.3652**	**30.3652**	**9.8200e-003**	**0.0000**	**30.6107**

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					
2022	5.0500e-003	0.1469	0.2553	3.5000e-004	0.0213	5.7000e-004	0.0219	3.1800e-003	5.7000e-004	3.7400e-003	0.0000	30.3652	30.3652	9.8200e-003	0.0000	30.6107
2023	1.1590	0.1007	0.1688	2.4000e-004	0.0000	8.9000e-004	8.9000e-004	0.0000	8.9000e-004	8.9000e-004	0.0000	21.0785	21.0785	4.4400e-003	0.0000	21.1896
2024	0.7244	0.0469	0.0778	1.2000e-004	0.0000	5.0000e-004	5.0000e-004	0.0000	5.0000e-004	5.0000e-004	0.0000	10.0742	10.0742	1.7300e-003	0.0000	10.1174
Maximum	**1.1590**	**0.1469**	**0.2553**	**3.5000e-004**	**0.0213**	**8.9000e-004**	**0.0219**	**3.1800e-003**	**8.9000e-004**	**3.7400e-003**	**0.0000**	**30.3652**	**30.3652**	**9.8200e-003**	**0.0000**	**30.6107**

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	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	1.18	2.66	-12.36	0.00	55.00	86.84	62.62	54.96	86.00	75.64	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	9-5-2022	12-4-2022	0.1172	0.1111
2	12-5-2022	3-4-2023	0.1632	0.1643
3	3-5-2023	6-4-2023	0.3477	0.3430
4	6-5-2023	9-4-2023	0.3477	0.3430
5	9-5-2023	12-4-2023	0.3439	0.3393
6	12-5-2023	3-4-2024	0.3428	0.3393
7	3-5-2024	6-4-2024	0.3461	0.3430
8	6-5-2024	9-4-2024	0.1892	0.1861
9	9-5-2024	9-30-2024	0.0004	0.0003
		Highest	0.3477	0.3430

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	1.2749	0.0268	1.6600	1.4000e-004		9.8100e-003	9.8100e-003		9.8100e-003	9.8100e-003	0.0000	11.6182	11.6182	2.7700e-003	1.6000e-004	11.7362
Energy	0.0102	0.0868	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	183.6301	183.6301	0.0154	3.4700e-003	185.0495
Mobile	0.7774	0.5366	4.6535	0.0101	0.9036	7.7600e-003	0.9113	0.2254	7.2700e-003	0.2327	0.0000	933.4770	933.4770	0.0542	0.0454	948.3628
Waste						0.0000	0.0000		0.0000	0.0000	20.8228	0.0000	20.8228	1.2306	0.0000	51.5876

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Water						0.0000	0.0000		0.0000	0.0000	5.1405	10.2403	15.3808	0.0194	0.0114	19.2557
Total	**2.0625**	**0.6501**	**6.3504**	**0.0108**	**0.9036**	**0.0246**	**0.9282**	**0.2254**	**0.0241**	**0.2495**	**25.9633**	**1,138.9656**	**1,164.9289**	**1.3223**	**0.0604**	**1,215.9918**

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	1.2749	0.0268	1.6600	1.4000e-004		9.8100e-003	9.8100e-003		9.8100e-003	9.8100e-003	0.0000	11.6182	11.6182	2.7700e-003	1.6000e-004	11.7362
Energy	0.0102	0.0868	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	183.6301	183.6301	0.0154	3.4700e-003	185.0495
Mobile	0.7774	0.5366	4.6535	0.0101	0.9036	7.7600e-003	0.9113	0.2254	7.2700e-003	0.2327	0.0000	933.4770	933.4770	0.0542	0.0454	948.3628
Waste						0.0000	0.0000		0.0000	0.0000	20.8228	0.0000	20.8228	1.2306	0.0000	51.5876
Water						0.0000	0.0000		0.0000	0.0000	5.1405	10.2403	15.3808	0.0194	0.0114	19.2557
Total	**2.0625**	**0.6501**	**6.3504**	**0.0108**	**0.9036**	**0.0246**	**0.9282**	**0.2254**	**0.0241**	**0.2495**	**25.9633**	**1,138.9656**	**1,164.9289**	**1.3223**	**0.0604**	**1,215.9918**

	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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/5/2022	10/7/2022	5	25	
2	Site Preparation	Site Preparation	10/10/2022	10/21/2022	5	10	
3	Grading	Grading	10/24/2022	11/4/2022	5	10	
4	Building Construction	Building Construction	2/6/2023	7/23/2024	5	382	
5	Paving	Paving	8/12/2024	9/6/2024	5	20	
6	Architectural Coating	Architectural Coating	2/6/2023	7/23/2024	5	382	
7	Trenching	Trenching	11/7/2022	1/27/2023	5	60	

Acres of Grading (Site Preparation Phase): 4.38

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 534,321; Residential Outdoor: 178,107; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 5,504

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	2	0.90	78	0.48
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	0	0.00	231	0.29
Demolition	Excavators	2	7.00	158	0.38
Grading	Excavators	2	7.00	158	0.38
Building Construction	Forklifts	2	0.90	89	0.20
Building Construction	Generator Sets	0	0.00	84	0.74
Grading	Graders	0	0.00	187	0.41
Paving	Pavers	0	0.00	130	0.42
Paving	Paving Equipment	1	0.80	132	0.36
Paving	Rollers	2	0.70	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Rubber Tired Dozers	0	0.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	0.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Welders	0	0.00	46	0.45
Site Preparation	Graders	1	7.00	187	0.41
Paving	Cement and Mortar Mixers	1	2.00	9	0.56
Architectural Coating	Aerial Lifts	2	0.50	63	0.31
Trenching	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Trenching	Excavators	1	7.00	158	0.38

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	2	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	1	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	2	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	4	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	4	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Trenching	2	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2022

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					0.0450	0.0000	0.0450	6.8100e-003	0.0000	6.8100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.4300e-003	0.0389	0.0712	1.1000e-004		1.8800e-003	1.8800e-003		1.7300e-003	1.7300e-003	0.0000	9.9226	9.9226	3.2100e-003	0.0000	10.0029
Total	**4.4300e-003**	**0.0389**	**0.0712**	**1.1000e-004**	**0.0450**	**1.8800e-003**	**0.0468**	**6.8100e-003**	**1.7300e-003**	**8.5400e-003**	**0.0000**	**9.9226**	**9.9226**	**3.2100e-003**	**0.0000**	**10.0029**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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					0.0202	0.0000	0.0202	3.0600e-003	0.0000	3.0600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3900e-003	0.0498	0.0857	1.1000e-004		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	9.9226	9.9226	3.2100e-003	0.0000	10.0029
Total	**1.3900e-003**	**0.0498**	**0.0857**	**1.1000e-004**	**0.0202**	**1.9000e-004**	**0.0204**	**3.0600e-003**	**1.9000e-004**	**3.2500e-003**	**0.0000**	**9.9226**	**9.9226**	**3.2100e-003**	**0.0000**	**10.0029**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3200e-003	0.0000	2.3200e-003	2.5000e-004	0.0000	2.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0229	7.5100e-003	3.0000e-005		7.3000e-004	7.3000e-004		6.7000e-004	6.7000e-004	0.0000	2.5371	2.5371	8.2000e-004	0.0000	2.5576
Total	**1.8100e-003**	**0.0229**	**7.5100e-003**	**3.0000e-005**	**2.3200e-003**	**7.3000e-004**	**3.0500e-003**	**2.5000e-004**	**6.7000e-004**	**9.2000e-004**	**0.0000**	**2.5371**	**2.5371**	**8.2000e-004**	**0.0000**	**2.5576**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0500e-003	0.0000	1.0500e-003	1.1000e-004	0.0000	1.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7000e-004	7.6100e-003	0.0153	3.0000e-005		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	2.5371	2.5371	8.2000e-004	0.0000	2.5576
Total	**4.7000e-004**	**7.6100e-003**	**0.0153**	**3.0000e-005**	**1.0500e-003**	**5.0000e-005**	**1.1000e-003**	**1.1000e-004**	**5.0000e-005**	**1.6000e-004**	**0.0000**	**2.5371**	**2.5371**	**8.2000e-004**	**0.0000**	**2.5576**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2022

Unmitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4900e-003	0.0229	0.0383	6.0000e-005		1.1500e-003	1.1500e-003		1.0500e-003	1.0500e-003	0.0000	5.1647	5.1647	1.6700e-003	0.0000	5.2064
Total	**2.4900e-003**	**0.0229**	**0.0383**	**6.0000e-005**	**1.0000e-005**	**1.1500e-003**	**1.1600e-003**	**0.0000**	**1.0500e-003**	**1.0500e-003**	**0.0000**	**5.1647**	**5.1647**	**1.6700e-003**	**0.0000**	**5.2064**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.6000e-004	0.0259	0.0445	6.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	5.1647	5.1647	1.6700e-003	0.0000	5.2064
Total	**8.6000e-004**	**0.0259**	**0.0445**	**6.0000e-005**	**1.0000e-005**	**1.0000e-004**	**1.1000e-004**	**0.0000**	**1.0000e-004**	**1.0000e-004**	**0.0000**	**5.1647**	**5.1647**	**1.6700e-003**	**0.0000**	**5.2064**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.7100e-003	0.0254	0.0303	4.0000e-005		1.5700e-003	1.5700e-003		1.4400e-003	1.4400e-003	0.0000	3.5503	3.5503	1.1500e-003	0.0000	3.5790
Total	**2.7100e-003**	**0.0254**	**0.0303**	**4.0000e-005**		**1.5700e-003**	**1.5700e-003**		**1.4400e-003**	**1.4400e-003**	**0.0000**	**3.5503**	**3.5503**	**1.1500e-003**	**0.0000**	**3.5790**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.1000e-004	0.0178	0.0307	4.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	3.5503	3.5503	1.1500e-003	0.0000	3.5790
Total	**9.1000e-004**	**0.0178**	**0.0307**	**4.0000e-005**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**	**0.0000**	**3.5503**	**3.5503**	**1.1500e-003**	**0.0000**	**3.5790**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2024

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

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1500 Fitzgerald Dr, Pinole Vista - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	tons/yr										MT/yr					
Off-Road	1.5600e-003	0.0146	0.0188	3.0000e-005		8.4000e-004	8.4000e-004		7.8000e-004	7.8000e-004	0.0000	2.2208	2.2208	7.2000e-004	0.0000	2.2388
Total	**1.5600e-003**	**0.0146**	**0.0188**	**3.0000e-005**		**8.4000e-004**	**8.4000e-004**		**7.8000e-004**	**7.8000e-004**	**0.0000**	**2.2208**	**2.2208**	**7.2000e-004**	**0.0000**	**2.2388**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-Road	5.7000e-004	0.0111	0.0192	3.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	2.2208	2.2208	7.2000e-004	0.0000	2.2388
Total	**5.7000e-004**	**0.0111**	**0.0192**	**3.0000e-005**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**2.2208**	**2.2208**	**7.2000e-004**	**0.0000**	**2.2388**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2024

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	5.7000e-004	5.0800e-003	6.5800e-003	1.0000e-005		2.5000e-004	2.5000e-004		2.3000e-004	2.3000e-004	0.0000	0.8759	0.8759	2.6000e-004	0.0000	0.8824

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.7000e-004**	**5.0800e-003**	**6.5800e-003**	**1.0000e-005**		**2.5000e-004**	**2.5000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**0.8759**	**0.8759**	**2.6000e-004**	**0.0000**	**0.8824**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	1.5000e-004	3.8100e-003	6.5700e-003	1.0000e-005		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.8759	0.8759	2.6000e-004	0.0000	0.8824

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.5000e-004**	**3.8100e-003**	**6.5700e-003**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.8759**	**0.8759**	**2.6000e-004**	**0.0000**	**0.8824**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2023

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	1.1544					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-Road	7.2600e-003	0.0537	0.0798	1.3000e-004		2.6300e-003	2.6300e-003		2.6200e-003	2.6200e-003	0.0000	11.1544	11.1544	1.2400e-003	0.0000	11.1853
Total	**1.1617**	**0.0537**	**0.0798**	**1.3000e-004**		**2.6300e-003**	**2.6300e-003**		**2.6200e-003**	**2.6200e-003**	**0.0000**	**11.1544**	**11.1544**	**1.2400e-003**	**0.0000**	**11.1853**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	1.1544					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-Road	2.5200e-003	0.0511	0.0832	1.3000e-004		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	11.1544	11.1544	1.2400e-003	0.0000	11.1853
Total	**1.1570**	**0.0511**	**0.0832**	**1.3000e-004**		**7.0000e-004**	**7.0000e-004**		**7.0000e-004**	**7.0000e-004**	**0.0000**	**11.1544**	**11.1544**	**1.2400e-003**	**0.0000**	**11.1853**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2024

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	0.7221					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-Road	4.3000e-003	0.0317	0.0499	8.0000e-005		1.4300e-003	1.4300e-003		1.4200e-003	1.4200e-003	0.0000	6.9775	6.9775	7.5000e-004	0.0000	6.9963
Total	**0.7264**	**0.0317**	**0.0499**	**8.0000e-005**		**1.4300e-003**	**1.4300e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**6.9775**	**6.9775**	**7.5000e-004**	**0.0000**	**6.9963**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.7221					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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1500 Fitzgerald Dr, Pinole Vista - Contra Costa County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Off-Road	1.5800e-003	0.0320	0.0521	8.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.9774	6.9774	7.5000e-004	0.0000	6.9963
Total	**0.7237**	**0.0320**	**0.0521**	**8.0000e-005**		**4.4000e-004**	**4.4000e-004**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**6.9774**	**6.9774**	**7.5000e-004**	**0.0000**	**6.9963**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.8 Trenching - 2022

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	6.4300e-003	0.0605	0.0963	1.5000e-004		3.0800e-003	3.0800e-003		2.8400e-003	2.8400e-003	0.0000	12.7408	12.7408	4.1200e-003	0.0000	12.8438

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Total	**6.4300e-003**	**0.0605**	**0.0963**	**1.5000e-004**		**3.0800e-003**	**3.0800e-003**		**2.8400e-003**	**2.8400e-003**	**0.0000**	**12.7408**	**12.7408**	**4.1200e-003**	**0.0000**	**12.8438**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	2.3300e-003	0.0637	0.1097	1.5000e-004		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	12.7408	12.7408	4.1200e-003	0.0000	12.8438
Total	**2.3300e-003**	**0.0637**	**0.1097**	**1.5000e-004**		**2.4000e-004**	**2.4000e-004**		**2.4000e-004**	**2.4000e-004**	**0.0000**	**12.7408**	**12.7408**	**4.1200e-003**	**0.0000**	**12.8438**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.8 Trenching - 2023

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	2.9800e-003	0.0270	0.0481	7.0000e-005		1.3300e-003	1.3300e-003		1.2200e-003	1.2200e-003	0.0000	6.3738	6.3738	2.0600e-003	0.0000	6.4253
Total	**2.9800e-003**	**0.0270**	**0.0481**	**7.0000e-005**		**1.3300e-003**	**1.3300e-003**		**1.2200e-003**	**1.2200e-003**	**0.0000**	**6.3738**	**6.3738**	**2.0600e-003**	**0.0000**	**6.4253**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	1.1700e-003	0.0318	0.0549	7.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	6.3738	6.3738	2.0600e-003	0.0000	6.4253
Total	**1.1700e-003**	**0.0318**	**0.0549**	**7.0000e-005**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**6.3738**	**6.3738**	**2.0600e-003**	**0.0000**	**6.4253**

Mitigated Construction Off-Site

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7774	0.5366	4.6535	0.0101	0.9036	7.7600e-003	0.9113	0.2254	7.2700e-003	0.2327	0.0000	933.4770	933.4770	0.0542	0.0454	948.3628
Unmitigated	0.7774	0.5366	4.6535	0.0101	0.9036	7.7600e-003	0.9113	0.2254	7.2700e-003	0.2327	0.0000	933.4770	933.4770	0.0542	0.0454	948.3628

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,213.12	1,094.93	912.07	2,663,505	2,663,505
Parking Lot	0.00	0.00	0.00		
Total	1,213.12	1,094.93	912.07	2,663,505	2,663,505

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
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.508087	0.043691	0.221929	0.144147	0.028890	0.006646	0.008853	0.007902	0.000528	0.000481	0.024730	0.000735	0.003381
Parking Lot	0.508087	0.043691	0.221929	0.144147	0.028890	0.006646	0.008853	0.007902	0.000528	0.000481	0.024730	0.000735	0.003381

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					

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	83.1572	83.1572	0.0135	1.6300e-003	83.9795
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	83.1572	83.1572	0.0135	1.6300e-003	83.9795
NaturalGas Mitigated	0.0102	0.0868	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4729	100.4729	1.9300e-003	1.8400e-003	101.0700
NaturalGas Unmitigated	0.0102	0.0868	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4729	100.4729	1.9300e-003	1.8400e-003	101.0700

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					
Apartments Mid Rise	1.88279e+006	0.0102	0.0868	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4729	100.4729	1.9300e-003	1.8400e-003	101.0700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**0.0868**	**0.0369**	**5.5000e-004**		**7.0100e-003**	**7.0100e-003**		**7.0100e-003**	**7.0100e-003**	**0.0000**	**100.4729**	**100.4729**	**1.9300e-003**	**1.8400e-003**	**101.0700**

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					

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Apartments Mid Rise	1.88279e+006	0.0102	0.0868	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4729	100.4729	1.9300e-003	1.8400e-003	101.0700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**0.0868**	**0.0369**	**5.5000e-004**		**7.0100e-003**	**7.0100e-003**		**7.0100e-003**	**7.0100e-003**	**0.0000**	**100.4729**	**100.4729**	**1.9300e-003**	**1.8400e-003**	**101.0700**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	866661	80.1867	0.0130	1.5700e-003	80.9796
Parking Lot	32105.5	2.9705	4.8000e-004	6.0000e-005	2.9999
Total		**83.1572**	**0.0135**	**1.6300e-003**	**83.9795**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	866661	80.1867	0.0130	1.5700e-003	80.9796

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Parking Lot	32105.5	2.9705	4.8000e-004	6.0000e-005	2.9999
Total		**83.1572**	**0.0135**	**1.6300e-003**	**83.9795**

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	1.2749	0.0268	1.6600	1.4000e-004		9.8100e-003	9.8100e-003		9.8100e-003	9.8100e-003	0.0000	11.6182	11.6182	2.7700e-003	1.6000e-004	11.7362
Unmitigated	1.2749	0.0268	1.6600	1.4000e-004		9.8100e-003	9.8100e-003		9.8100e-003	9.8100e-003	0.0000	11.6182	11.6182	2.7700e-003	1.6000e-004	11.7362

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	0.1877					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Consumer Products	1.0364					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	9.0000e-004	7.6900e-003	3.2700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9085	8.9085	1.7000e-004	1.6000e-004	8.9615
Landscaping	0.0499	0.0191	1.6568	9.0000e-005		9.1900e-003	9.1900e-003		9.1900e-003	9.1900e-003	0.0000	2.7096	2.7096	2.6000e-003	0.0000	2.7747
Total	**1.2749**	**0.0268**	**1.6600**	**1.4000e-004**		**9.8100e-003**	**9.8100e-003**		**9.8100e-003**	**9.8100e-003**	**0.0000**	**11.6182**	**11.6182**	**2.7700e-003**	**1.6000e-004**	**11.7362**

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	0.1877					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0364					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	9.0000e-004	7.6900e-003	3.2700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9085	8.9085	1.7000e-004	1.6000e-004	8.9615
Landscaping	0.0499	0.0191	1.6568	9.0000e-005		9.1900e-003	9.1900e-003		9.1900e-003	9.1900e-003	0.0000	2.7096	2.7096	2.6000e-003	0.0000	2.7747
Total	**1.2749**	**0.0268**	**1.6600**	**1.4000e-004**		**9.8100e-003**	**9.8100e-003**		**9.8100e-003**	**9.8100e-003**	**0.0000**	**11.6182**	**11.6182**	**2.7700e-003**	**1.6000e-004**	**11.7362**

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	15.3808	0.0194	0.0114	19.2557
Unmitigated	15.3808	0.0194	0.0114	19.2557

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	14.5293 / 9.15981	15.3808	0.0194	0.0114	19.2557
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**15.3808**	**0.0194**	**0.0114**	**19.2557**

Mitigated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	14.5293 / 9.15981	15.3808	0.0194	0.0114	19.2557
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**15.3808**	**0.0194**	**0.0114**	**19.2557**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	20.8228	1.2306	0.0000	51.5876
Unmitigated	20.8228	1.2306	0.0000	51.5876

8.2 Waste by Land Use

Unmitigated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	102.58	20.8228	1.2306	0.0000	51.5876
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**20.8228**	**1.2306**	**0.0000**	**51.5876**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	102.58	20.8228	1.2306	0.0000	51.5876
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**20.8228**	**1.2306**	**0.0000**	**51.5876**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

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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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	91.34	1000sqft	2.10	91,342.00	0
Parking Lot	120.68	1000sqft	2.77	120,676.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	5			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing land use - CalEEMod no Department Store land use, so used Strip Mall use

Construction Phase - Existing use - no construction

Off-road Equipment - Existing use - no construction

Grading -

Vehicle Trips - Traffic provided trip gen

Vehicle Emission Factors - EMFAC2021 vehicle emission factors Contra Costa County 2025

Fleet Mix - EMFAC2021 Fleet Mix Contra Costa County 2025

Energy Use - Historical Energy Use

Table Name	Column Name	Default Value	New Value

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tblConstructionPhase	NumDays	5.00	1.00
tblConstructionPhase	PhaseEndDate	10/7/2022	10/3/2022
tblEnergyUse	LightingElect	5.88	4.88
tblEnergyUse	LightingElect	0.88	0.35
tblEnergyUse	T24E	2.90	2.00
tblEnergyUse	T24NG	4.68	3.86
tblFleetMix	HHD	7.1590e-003	7.9020e-003
tblFleetMix	HHD	7.1590e-003	7.9020e-003
tblFleetMix	LDA	0.57	0.51
tblFleetMix	LDA	0.57	0.51
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT2	0.18	0.22
tblFleetMix	LDT2	0.18	0.22
tblFleetMix	LHD1	0.02	0.03
tblFleetMix	LHD1	0.02	0.03
tblFleetMix	LHD2	5.5170e-003	6.6460e-003
tblFleetMix	LHD2	5.5170e-003	6.6460e-003
tblFleetMix	MCY	0.03	0.02
tblFleetMix	MCY	0.03	0.02
tblFleetMix	MDV	0.13	0.14
tblFleetMix	MDV	0.13	0.14
tblFleetMix	MH	3.2710e-003	3.3810e-003
tblFleetMix	MH	3.2710e-003	3.3810e-003
tblFleetMix	MHD	7.2310e-003	8.8530e-003
tblFleetMix	MHD	7.2310e-003	8.8530e-003
tblFleetMix	OBUS	5.4500e-004	5.2800e-004
tblFleetMix	OBUS	5.4500e-004	5.2800e-004
tblFleetMix	SBUS	1.3900e-003	7.3500e-004

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblFleetMix	SBUS	1.3900e-003	7.3500e-004
tblFleetMix	UBUS	3.3100e-004	4.8100e-004
tblFleetMix	UBUS	3.3100e-004	4.8100e-004
tblLandUse	LandUseSquareFeet	91,340.00	91,342.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblVehicleEF	HHD	0.02	0.23
tblVehicleEF	HHD	0.05	0.11
tblVehicleEF	HHD	6.26	5.17
tblVehicleEF	HHD	0.40	0.76
tblVehicleEF	HHD	5.2340e-003	5.8600e-004
tblVehicleEF	HHD	1,019.51	816.29
tblVehicleEF	HHD	1,381.70	1,585.34
tblVehicleEF	HHD	0.04	9.0660e-003
tblVehicleEF	HHD	0.16	0.13
tblVehicleEF	HHD	0.22	0.25
tblVehicleEF	HHD	9.0000e-006	4.0000e-006
tblVehicleEF	HHD	5.29	4.09
tblVehicleEF	HHD	2.65	1.80
tblVehicleEF	HHD	2.36	2.73
tblVehicleEF	HHD	2.5120e-003	2.2060e-003
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.03
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.4040e-003	2.1050e-003
tblVehicleEF	HHD	0.03	0.03

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tblVehicleEF	HHD	8.8700e-003	8.7970e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	2.0000e-006	7.2000e-005
tblVehicleEF	HHD	7.5000e-005	2.2000e-005
tblVehicleEF	HHD	0.42	0.33
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	3.6000e-005	1.9500e-004
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	9.4890e-003	7.1330e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.0000e-006	7.2000e-005
tblVehicleEF	HHD	7.5000e-005	2.2000e-005
tblVehicleEF	HHD	0.49	0.59
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.07	0.13
tblVehicleEF	HHD	3.6000e-005	1.9500e-004
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	LDA	1.5730e-003	1.8970e-003
tblVehicleEF	LDA	0.04	0.07
tblVehicleEF	LDA	0.49	0.62
tblVehicleEF	LDA	2.06	2.95
tblVehicleEF	LDA	231.46	249.57
tblVehicleEF	LDA	49.16	64.98
tblVehicleEF	LDA	3.8640e-003	4.0970e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.16	0.24

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tblVehicleEF	LDA	0.04	7.0320e-003
tblVehicleEF	LDA	1.2700e-003	1.1570e-003
tblVehicleEF	LDA	1.6650e-003	1.9400e-003
tblVehicleEF	LDA	0.02	2.4610e-003
tblVehicleEF	LDA	1.1690e-003	1.0650e-003
tblVehicleEF	LDA	1.5310e-003	1.7840e-003
tblVehicleEF	LDA	0.04	0.30
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	5.7590e-003	7.1520e-003
tblVehicleEF	LDA	0.03	0.23
tblVehicleEF	LDA	0.19	0.30
tblVehicleEF	LDA	2.2900e-003	2.4670e-003
tblVehicleEF	LDA	4.8600e-004	6.4200e-004
tblVehicleEF	LDA	0.04	0.30
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.04	0.00
tblVehicleEF	LDA	8.3700e-003	0.01
tblVehicleEF	LDA	0.03	0.23
tblVehicleEF	LDA	0.21	0.33
tblVehicleEF	LDT1	3.3010e-003	5.4260e-003
tblVehicleEF	LDT1	0.06	0.11
tblVehicleEF	LDT1	0.78	1.27
tblVehicleEF	LDT1	2.24	5.32
tblVehicleEF	LDT1	278.85	325.41
tblVehicleEF	LDT1	59.88	86.37
tblVehicleEF	LDT1	5.5760e-003	8.6950e-003
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.06	0.11

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tblVehicleEF	LDT1	0.22	0.39
tblVehicleEF	LDT1	0.04	8.9010e-003
tblVehicleEF	LDT1	1.5500e-003	1.7770e-003
tblVehicleEF	LDT1	2.0750e-003	2.8970e-003
tblVehicleEF	LDT1	0.02	3.1150e-003
tblVehicleEF	LDT1	1.4260e-003	1.6350e-003
tblVehicleEF	LDT1	1.9080e-003	2.6640e-003
tblVehicleEF	LDT1	0.08	0.63
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.01	0.02
tblVehicleEF	LDT1	0.08	0.50
tblVehicleEF	LDT1	0.28	0.55
tblVehicleEF	LDT1	2.7590e-003	3.2170e-003
tblVehicleEF	LDT1	5.9300e-004	8.5400e-004
tblVehicleEF	LDT1	0.08	0.63
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.07	0.00
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.08	0.50
tblVehicleEF	LDT1	0.31	0.60
tblVehicleEF	LDT2	2.5820e-003	2.5090e-003
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.66	0.75
tblVehicleEF	LDT2	2.64	3.52
tblVehicleEF	LDT2	295.77	335.88
tblVehicleEF	LDT2	63.81	85.87
tblVehicleEF	LDT2	5.2630e-003	5.6420e-003
tblVehicleEF	LDT2	0.03	0.04

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tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.24	0.32
tblVehicleEF	LDT2	0.04	8.5260e-003
tblVehicleEF	LDT2	1.3070e-003	1.2910e-003
tblVehicleEF	LDT2	1.6630e-003	2.0710e-003
tblVehicleEF	LDT2	0.02	2.9840e-003
tblVehicleEF	LDT2	1.2030e-003	1.1870e-003
tblVehicleEF	LDT2	1.5290e-003	1.9040e-003
tblVehicleEF	LDT2	0.06	0.29
tblVehicleEF	LDT2	0.12	0.08
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.01	9.5660e-003
tblVehicleEF	LDT2	0.05	0.22
tblVehicleEF	LDT2	0.27	0.37
tblVehicleEF	LDT2	2.9260e-003	3.3200e-003
tblVehicleEF	LDT2	6.3100e-004	8.4900e-004
tblVehicleEF	LDT2	0.06	0.29
tblVehicleEF	LDT2	0.12	0.08
tblVehicleEF	LDT2	0.06	0.00
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.05	0.22
tblVehicleEF	LDT2	0.30	0.40
tblVehicleEF	LHD1	4.6450e-003	4.9710e-003
tblVehicleEF	LHD1	7.8330e-003	7.8630e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.18	0.19
tblVehicleEF	LHD1	0.72	0.83
tblVehicleEF	LHD1	0.97	1.97
tblVehicleEF	LHD1	9.02	8.87

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tblVehicleEF	LHD1	764.24	767.43
tblVehicleEF	LHD1	10.67	16.34
tblVehicleEF	LHD1	8.1800e-004	7.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	0.85	0.79
tblVehicleEF	LHD1	0.29	0.41
tblVehicleEF	LHD1	9.3500e-004	8.0100e-004
tblVehicleEF	LHD1	0.08	0.08
tblVehicleEF	LHD1	9.9160e-003	9.6050e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.2400e-004	1.9000e-004
tblVehicleEF	LHD1	8.9500e-004	7.6700e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4790e-003	2.4010e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	2.0600e-004	1.7500e-004
tblVehicleEF	LHD1	1.7030e-003	0.12
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	9.8600e-004	0.00
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.20	0.16
tblVehicleEF	LHD1	0.06	0.10
tblVehicleEF	LHD1	8.7000e-005	8.6000e-005
tblVehicleEF	LHD1	7.4500e-003	7.4820e-003
tblVehicleEF	LHD1	1.0600e-004	1.6200e-004
tblVehicleEF	LHD1	1.7030e-003	0.12

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tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	9.8600e-004	0.00
tblVehicleEF	LHD1	0.12	0.12
tblVehicleEF	LHD1	0.20	0.16
tblVehicleEF	LHD1	0.07	0.11
tblVehicleEF	LHD2	2.8090e-003	2.8000e-003
tblVehicleEF	LHD2	6.5690e-003	7.0700e-003
tblVehicleEF	LHD2	6.7610e-003	0.01
tblVehicleEF	LHD2	0.13	0.13
tblVehicleEF	LHD2	0.61	0.56
tblVehicleEF	LHD2	0.53	1.04
tblVehicleEF	LHD2	14.16	14.19
tblVehicleEF	LHD2	742.13	816.81
tblVehicleEF	LHD2	6.88	8.60
tblVehicleEF	LHD2	1.8210e-003	1.8110e-003
tblVehicleEF	LHD2	0.07	0.09
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.87	0.93
tblVehicleEF	LHD2	0.16	0.21
tblVehicleEF	LHD2	1.4850e-003	1.4620e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	1.0800e-004	8.2000e-005
tblVehicleEF	LHD2	1.4200e-003	1.3990e-003
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.7120e-003	2.7030e-003

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tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	9.9000e-005	7.5000e-005
tblVehicleEF	LHD2	7.5900e-004	0.06
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	4.6000e-004	0.00
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.03	0.05
tblVehicleEF	LHD2	1.3500e-004	1.3600e-004
tblVehicleEF	LHD2	7.1570e-003	7.8550e-003
tblVehicleEF	LHD2	6.8000e-005	8.5000e-005
tblVehicleEF	LHD2	7.5900e-004	0.06
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6000e-004	0.00
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.04	0.06
tblVehicleEF	MCY	0.33	0.17
tblVehicleEF	MCY	0.26	0.19
tblVehicleEF	MCY	19.68	13.69
tblVehicleEF	MCY	9.10	8.27
tblVehicleEF	MCY	213.27	189.68
tblVehicleEF	MCY	61.41	50.92
tblVehicleEF	MCY	0.07	0.04
tblVehicleEF	MCY	0.02	8.6320e-003
tblVehicleEF	MCY	1.16	0.61
tblVehicleEF	MCY	0.27	0.15

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tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.0620e-003	1.9220e-003
tblVehicleEF	MCY	2.9910e-003	3.5170e-003
tblVehicleEF	MCY	5.0400e-003	4.2000e-003
tblVehicleEF	MCY	1.9270e-003	1.7990e-003
tblVehicleEF	MCY	2.8130e-003	3.3090e-003
tblVehicleEF	MCY	0.89	4.34
tblVehicleEF	MCY	0.73	3.60
tblVehicleEF	MCY	0.56	0.00
tblVehicleEF	MCY	2.27	1.15
tblVehicleEF	MCY	0.54	3.83
tblVehicleEF	MCY	1.97	1.45
tblVehicleEF	MCY	2.1100e-003	1.8750e-003
tblVehicleEF	MCY	6.0800e-004	5.0300e-004
tblVehicleEF	MCY	0.89	0.11
tblVehicleEF	MCY	0.73	3.60
tblVehicleEF	MCY	0.56	0.00
tblVehicleEF	MCY	2.81	1.38
tblVehicleEF	MCY	0.54	3.83
tblVehicleEF	MCY	2.14	1.58
tblVehicleEF	MDV	3.3980e-003	3.6610e-003
tblVehicleEF	MDV	0.07	0.10
tblVehicleEF	MDV	0.76	0.91
tblVehicleEF	MDV	2.94	3.90
tblVehicleEF	MDV	365.80	410.07
tblVehicleEF	MDV	78.10	104.26
tblVehicleEF	MDV	7.6380e-003	8.4220e-003
tblVehicleEF	MDV	0.03	0.04
tblVehicleEF	MDV	0.07	0.10

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tblVehicleEF	MDV	0.30	0.42
tblVehicleEF	MDV	0.04	8.7320e-003
tblVehicleEF	MDV	1.3970e-003	1.3660e-003
tblVehicleEF	MDV	1.7290e-003	2.1250e-003
tblVehicleEF	MDV	0.02	3.0560e-003
tblVehicleEF	MDV	1.2880e-003	1.2600e-003
tblVehicleEF	MDV	1.5900e-003	1.9530e-003
tblVehicleEF	MDV	0.07	0.39
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.01	0.02
tblVehicleEF	MDV	0.06	0.30
tblVehicleEF	MDV	0.34	0.50
tblVehicleEF	MDV	3.6160e-003	4.0510e-003
tblVehicleEF	MDV	7.7300e-004	1.0310e-003
tblVehicleEF	MDV	0.07	0.39
tblVehicleEF	MDV	0.14	0.10
tblVehicleEF	MDV	0.08	0.00
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.06	0.30
tblVehicleEF	MDV	0.38	0.54
tblVehicleEF	MH	8.5200e-003	9.7710e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	0.75	0.85
tblVehicleEF	MH	1.88	2.22
tblVehicleEF	MH	1,486.32	1,667.51
tblVehicleEF	MH	17.29	21.33
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.03	0.03

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tblVehicleEF	MH	1.47	1.61
tblVehicleEF	MH	0.24	0.30
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	2.2200e-004	2.5700e-004
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.3000e-003	3.3220e-003
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.0400e-004	2.3600e-004
tblVehicleEF	MH	0.54	29.31
tblVehicleEF	MH	0.05	7.55
tblVehicleEF	MH	0.22	0.00
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.01	0.18
tblVehicleEF	MH	0.09	0.10
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	1.7100e-004	2.1100e-004
tblVehicleEF	MH	0.54	29.31
tblVehicleEF	MH	0.05	7.55
tblVehicleEF	MH	0.22	0.00
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	0.01	0.18
tblVehicleEF	MH	0.10	0.11
tblVehicleEF	MHD	4.0000e-003	0.01
tblVehicleEF	MHD	1.8620e-003	0.01
tblVehicleEF	MHD	9.9270e-003	8.8300e-003
tblVehicleEF	MHD	0.44	0.69
tblVehicleEF	MHD	0.24	0.34

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tblVehicleEF	MHD	1.13	1.08
tblVehicleEF	MHD	82.82	166.88
tblVehicleEF	MHD	1,095.89	1,212.91
tblVehicleEF	MHD	9.87	8.44
tblVehicleEF	MHD	0.01	0.03
tblVehicleEF	MHD	0.13	0.16
tblVehicleEF	MHD	8.1210e-003	5.9700e-003
tblVehicleEF	MHD	0.50	0.94
tblVehicleEF	MHD	1.47	1.09
tblVehicleEF	MHD	1.66	1.42
tblVehicleEF	MHD	4.1500e-004	2.0600e-003
tblVehicleEF	MHD	0.13	0.05
tblVehicleEF	MHD	7.2330e-003	0.01
tblVehicleEF	MHD	1.2500e-004	1.0600e-004
tblVehicleEF	MHD	3.9700e-004	1.9710e-003
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	6.9120e-003	0.01
tblVehicleEF	MHD	1.1500e-004	9.8000e-005
tblVehicleEF	MHD	3.7500e-004	0.03
tblVehicleEF	MHD	0.02	6.6570e-003
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	2.2100e-004	0.00
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.02	0.05
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	7.8600e-004	1.5480e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.8000e-005	8.3000e-005
tblVehicleEF	MHD	3.7500e-004	0.03

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tblVehicleEF	MHD	0.02	6.6570e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	2.2100e-004	0.00
tblVehicleEF	MHD	0.02	0.05
tblVehicleEF	MHD	0.02	0.05
tblVehicleEF	MHD	0.06	0.05
tblVehicleEF	OBUS	8.8010e-003	8.8470e-003
tblVehicleEF	OBUS	7.9490e-003	0.01
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.52	0.50
tblVehicleEF	OBUS	0.86	1.08
tblVehicleEF	OBUS	2.78	3.17
tblVehicleEF	OBUS	67.38	67.22
tblVehicleEF	OBUS	1,458.49	1,583.12
tblVehicleEF	OBUS	21.17	24.03
tblVehicleEF	OBUS	8.4680e-003	8.5450e-003
tblVehicleEF	OBUS	0.09	0.11
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.25	0.25
tblVehicleEF	OBUS	1.10	1.15
tblVehicleEF	OBUS	0.70	0.70
tblVehicleEF	OBUS	8.3000e-005	2.8200e-004
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	6.0960e-003	0.02
tblVehicleEF	OBUS	2.1200e-004	2.1400e-004
tblVehicleEF	OBUS	8.0000e-005	2.7000e-004
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	5.8080e-003	0.02
tblVehicleEF	OBUS	1.9500e-004	1.9700e-004

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tblVehicleEF	OBUS	1.6800e-003	0.12
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	8.1700e-004	0.00
tblVehicleEF	OBUS	0.04	0.08
tblVehicleEF	OBUS	0.09	0.14
tblVehicleEF	OBUS	0.13	0.15
tblVehicleEF	OBUS	6.4300e-004	6.4000e-004
tblVehicleEF	OBUS	0.01	0.02
tblVehicleEF	OBUS	2.0900e-004	2.3800e-004
tblVehicleEF	OBUS	1.6800e-003	0.12
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	8.1700e-004	0.00
tblVehicleEF	OBUS	0.06	0.11
tblVehicleEF	OBUS	0.09	0.14
tblVehicleEF	OBUS	0.14	0.17
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	2.4230e-003	0.12
tblVehicleEF	SBUS	1.3430e-003	2.8900e-003
tblVehicleEF	SBUS	1.30	1.32
tblVehicleEF	SBUS	0.21	0.64
tblVehicleEF	SBUS	0.19	0.40
tblVehicleEF	SBUS	294.13	181.00
tblVehicleEF	SBUS	970.44	1,030.33
tblVehicleEF	SBUS	1.11	2.47
tblVehicleEF	SBUS	0.04	0.03
tblVehicleEF	SBUS	0.14	0.13
tblVehicleEF	SBUS	1.1920e-003	3.0200e-003

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	SBUS	2.14	1.20
tblVehicleEF	SBUS	2.58	2.08
tblVehicleEF	SBUS	1.61	0.54
tblVehicleEF	SBUS	1.3790e-003	8.9100e-004
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.01
tblVehicleEF	SBUS	1.7000e-005	3.3000e-005
tblVehicleEF	SBUS	1.3190e-003	8.5100e-004
tblVehicleEF	SBUS	0.32	0.02
tblVehicleEF	SBUS	2.8990e-003	2.7060e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.5000e-005	3.1000e-005
tblVehicleEF	SBUS	8.9000e-005	0.01
tblVehicleEF	SBUS	8.4100e-004	3.4760e-003
tblVehicleEF	SBUS	0.09	0.13
tblVehicleEF	SBUS	4.3000e-005	0.00
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	1.7950e-003	8.0700e-003
tblVehicleEF	SBUS	7.4670e-003	0.02
tblVehicleEF	SBUS	2.7850e-003	1.6140e-003
tblVehicleEF	SBUS	9.2040e-003	9.4530e-003
tblVehicleEF	SBUS	1.1000e-005	2.4000e-005
tblVehicleEF	SBUS	8.9000e-005	0.01
tblVehicleEF	SBUS	8.4100e-004	3.4760e-003
tblVehicleEF	SBUS	0.12	0.24
tblVehicleEF	SBUS	4.3000e-005	0.00
tblVehicleEF	SBUS	0.05	0.16
tblVehicleEF	SBUS	1.7950e-003	8.0700e-003

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tblVehicleEF	SBUS	8.1750e-003	0.02
tblVehicleEF	UBUS	1.10	0.28
tblVehicleEF	UBUS	1.4020e-003	0.03
tblVehicleEF	UBUS	8.13	3.34
tblVehicleEF	UBUS	0.22	2.22
tblVehicleEF	UBUS	1,559.19	1,281.30
tblVehicleEF	UBUS	2.71	21.04
tblVehicleEF	UBUS	0.25	0.17
tblVehicleEF	UBUS	3.6400e-003	0.02
tblVehicleEF	UBUS	0.64	0.29
tblVehicleEF	UBUS	0.02	0.22
tblVehicleEF	UBUS	0.08	0.12
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	4.8830e-003	5.2070e-003
tblVehicleEF	UBUS	4.6000e-005	1.5100e-004
tblVehicleEF	UBUS	0.03	0.04
tblVehicleEF	UBUS	7.1530e-003	7.6240e-003
tblVehicleEF	UBUS	4.6640e-003	4.9730e-003
tblVehicleEF	UBUS	4.3000e-005	1.3900e-004
tblVehicleEF	UBUS	1.2400e-004	0.04
tblVehicleEF	UBUS	9.9700e-004	0.01
tblVehicleEF	UBUS	6.6000e-005	0.00
tblVehicleEF	UBUS	0.02	0.05
tblVehicleEF	UBUS	1.2000e-004	0.03
tblVehicleEF	UBUS	4.7780e-003	0.11
tblVehicleEF	UBUS	0.01	0.01
tblVehicleEF	UBUS	2.7000e-005	2.0800e-004
tblVehicleEF	UBUS	1.2400e-004	0.04
tblVehicleEF	UBUS	9.9700e-004	0.01

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	UBUS	6.6000e-005	0.00
tblVehicleEF	UBUS	1.12	0.34
tblVehicleEF	UBUS	1.2000e-004	0.03
tblVehicleEF	UBUS	5.2320e-003	0.12
tblVehicleTrips	ST_TR	42.04	21.70
tblVehicleTrips	SU_TR	20.43	10.55
tblVehicleTrips	WD_TR	44.32	22.88

2.0 Emissions Summary

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	0.4149	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.03E-03
Energy	2.2500e-003	0.0204	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	112.6763	112.6763	0.0151	2.1800e-003	113.7028
Mobile	1.2220	0.6869	6.0221	0.0114	0.9997	9.1100e-003	1.0088	0.2494	8.5200e-003	0.2580	0.0000	1,051.6634	1,051.6634	0.0781	0.0581	1,070.94
Waste						0.0000	0.0000		0.0000	0.0000	19.4689	0.0000	19.4689	1.1506	0.0000	48.2333
Water						0.0000	0.0000		0.0000	0.0000	2.1465	4.7301	6.8766	0.2212	5.3000e-003	13.9862
Total	**1.6391**	**0.7074**	**6.0412**	**0.0115**	**0.9997**	**0.0107**	**1.0104**	**0.2494**	**0.0101**	**0.2595**	**21.6153**	**1,169.0737**	**1,190.6890**	**1.4650**	**0.0656**	**1,246.8658**

Mitigated Operational

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4149	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0300e-003
Energy	2.2500e-003	0.0204	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	112.6763	112.6763	0.0151	2.1800e-003	113.7028
Mobile	1.2220	0.6869	6.0221	0.0114	0.9997	9.1100e-003	1.0088	0.2494	8.5200e-003	0.2580	0.0000	1,051.6634	1,051.6634	0.0781	0.0581	1,070.9395
Waste						0.0000	0.0000		0.0000	0.0000	19.4689	0.0000	19.4689	1.1506	0.0000	48.2333
Water						0.0000	0.0000		0.0000	0.0000	2.1465	4.7301	6.8766	0.2212	5.3000e-003	13.9862
Total	**1.6391**	**0.7074**	**6.0412**	**0.0115**	**0.9997**	**0.0107**	**1.0104**	**0.2494**	**0.0101**	**0.2595**	**21.6153**	**1,169.0737**	**1,190.6890**	**1.4650**	**0.0656**	**1,246.8658**

	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**

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category	tons/yr										MT/yr					
Mitigated	1.2220	0.6869	6.0221	0.0114	0.9997	9.1100e-003	1.0088	0.2494	8.5200e-003	0.2580	0.0000	1,051.6634	1,051.6634	0.0781	0.0581	1,070.9395
Unmitigated	1.2220	0.6869	6.0221	0.0114	0.9997	9.1100e-003	1.0088	0.2494	8.5200e-003	0.2580	0.0000	1,051.6634	1,051.6634	0.0781	0.0581	1,070.9395

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	2,089.86	1,982.08	963.64	2,946,966	2,946,966
Parking Lot	0.00	0.00	0.00		
Total	2,089.86	1,982.08	963.64	2,946,966	2,946,966

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
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.508087	0.043691	0.221929	0.144147	0.028890	0.006646	0.008853	0.007902	0.000528	0.000481	0.024730	0.000735	0.003381
Strip Mall	0.508087	0.043691	0.221929	0.144147	0.028890	0.006646	0.008853	0.007902	0.000528	0.000481	0.024730	0.000735	0.003381

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	90.4493	90.4493	0.0146	1.7700e-003	91.3437
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	90.4493	90.4493	0.0146	1.7700e-003	91.3437
NaturalGas Mitigated	2.2500e-003	0.0204	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2271	22.2271	4.3000e-004	4.1000e-004	22.3592
NaturalGas Unmitigated	2.2500e-003	0.0204	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2271	22.2271	4.3000e-004	4.1000e-004	22.3592

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
Strip Mall	416520	2.2500e-003	0.0204	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2271	22.2271	4.3000e-004	4.1000e-004	22.3592
Total		**2.2500e-003**	**0.0204**	**0.0172**	**1.2000e-004**		**1.5500e-003**	**1.5500e-003**		**1.5500e-003**	**1.5500e-003**	**0.0000**	**22.2271**	**22.2271**	**4.3000e-004**	**4.1000e-004**	**22.3592**

Mitigated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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
Strip Mall	416520	2.2500e-003	0.0204	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2271	22.2271	4.3000e-004	4.1000e-004	22.3592
Total		**2.2500e-003**	**0.0204**	**0.0172**	**1.2000e-004**		**1.5500e-003**	**1.5500e-003**		**1.5500e-003**	**1.5500e-003**	**0.0000**	**22.2271**	**22.2271**	**4.3000e-004**	**4.1000e-004**	**22.3592**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	42236.6	3.9079	6.3000e-004	8.0000e-005	3.9465
Strip Mall	935342	86.5414	0.0140	1.7000e-003	87.3971
Total		**90.4493**	**0.0146**	**1.7800e-003**	**91.3437**

Mitigated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	42236.6	3.9079	6.3000e-004	8.0000e-005	3.9465
Strip Mall	935342	86.5414	0.0140	1.7000e-003	87.3971
Total		**90.4493**	**0.0146**	**1.7800e-003**	**91.3437**

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	0.4149	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0300e-003
Unmitigated	0.4149	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0300e-003

6.2 Area by SubCategory

Unmitigated

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	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	0.0502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3645					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0300e-003
Total	**0.4149**	**2.0000e-005**	**1.9400e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.7900e-003**	**3.7900e-003**	**1.0000e-005**	**0.0000**	**4.0300e-003**

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	0.0502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3645					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0300e-003
Total	**0.4149**	**2.0000e-005**	**1.9400e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.7900e-003**	**3.7900e-003**	**1.0000e-005**	**0.0000**	**4.0300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.8766	0.2212	5.3000e-003	13.9862
Unmitigated	6.8766	0.2212	5.3000e-003	13.9862

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
Strip Mall	6.76578 / 4.14677	6.8766	0.2212	5.3000e-003	13.9862
Total		**6.8766**	**0.2212**	**5.3000e-003**	**13.9862**

Mitigated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	6.76578 / 4.14677	6.8766	0.2212	5.3000e-003	13.9862
Total		**6.8766**	**0.2212**	**5.3000e-003**	**13.9862**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.4689	1.1506	0.0000	48.2333
Unmitigated	19.4689	1.1506	0.0000	48.2333

8.2 Waste by Land Use

Unmitigated 727 of 2177

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	95.91	19.4689	1.1506	0.0000	48.2333
Total		**19.4689**	**1.1506**	**0.0000**	**48.2333**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	95.91	19.4689	1.1506	0.0000	48.2333
Total		**19.4689**	**1.1506**	**0.0000**	**48.2333**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

1500 Fitzgerald Dr, Pinole Vista - 2030

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	223.00	Dwelling Unit	5.93	263,862.00	638
Parking Lot	275.00	Space	0.00	91,730.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	5			**Operational Year**	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Provided land uses - construction worksheet and plans

Construction Phase - Provided construction schedule

Off-road Equipment - Provided construction equip & hours

Off-road Equipment - Provided construction equip & hours

Off-road Equipment - Provided construction equip & hours

Off-road Equipment - Provided construction equip & hours

Off-road Equipment - Provided construction equip & hours

Off-road Equipment - Provided construction equip & hours

Off-road Equipment - Provided construction equip & hours

Grading - grading = 100-cy import & 100-cy export

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Demolition - existgin building demo = 91,342-sf

Trips and VMT - 0 trips for EMFAC2021 adjustments, pavement demo = 2,980 tons, building const = 150 cement truck round trips, paving = 114 asphalt truck round trips

Vehicle Trips - Same trip gen as traffic study

Vehicle Emission Factors - EMFAC2021 vehicle emission factors Contra Costa County 2030

Fleet Mix - EMFAC2021 fleet mix Contra Costa County 2030

Woodstoves - No fireplaces or wood, all natural gas

Water And Wastewater - Wastewater treatment 100% aerobic

Construction Off-road Equipment Mitigation - BMPs, Tier 4 interim mitigation

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	20.00	382.00
tblConstructionPhase	NumDays	230.00	382.00
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	PhaseEndDate	11/24/2023	7/23/2024
tblConstructionPhase	PhaseEndDate	9/29/2023	7/23/2024
tblConstructionPhase	PhaseEndDate	9/30/2022	10/7/2022
tblConstructionPhase	PhaseEndDate	11/11/2022	11/4/2022
tblConstructionPhase	PhaseEndDate	10/27/2023	9/6/2024
tblConstructionPhase	PhaseEndDate	10/14/2022	10/21/2022
tblConstructionPhase	PhaseStartDate	10/28/2023	2/6/2023
tblConstructionPhase	PhaseStartDate	11/12/2022	2/6/2023
tblConstructionPhase	PhaseStartDate	10/15/2022	10/24/2022
tblConstructionPhase	PhaseStartDate	9/30/2023	8/12/2024
tblConstructionPhase	PhaseStartDate	10/1/2022	10/10/2022
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	33.45	71.36
tblFireplaces	NumberWood	37.91	0.00
tblFleetMix	HHD	7.0880e-003	8.5760e-003
tblFleetMix	HHD	7.0880e-003	8.5760e-003
tblFleetMix	LDA	0.58	0.51
tblFleetMix	LDA	0.58	0.51
tblFleetMix	LDT1	0.06	0.04

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT2	0.18	0.23
tblFleetMix	LDT2	0.18	0.23
tblFleetMix	LHD1	0.02	0.03
tblFleetMix	LHD1	0.02	0.03
tblFleetMix	LHD2	5.5730e-003	6.7980e-003
tblFleetMix	LHD2	5.5730e-003	6.7980e-003
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MDV	0.12	0.14
tblFleetMix	MDV	0.12	0.14
tblFleetMix	MH	2.8620e-003	2.8570e-003
tblFleetMix	MH	2.8620e-003	2.8570e-003
tblFleetMix	MHD	7.4350e-003	9.3340e-003
tblFleetMix	MHD	7.4350e-003	9.3340e-003
tblFleetMix	OBUS	5.3700e-004	5.0500e-004
tblFleetMix	OBUS	5.3700e-004	5.0500e-004
tblFleetMix	SBUS	1.7970e-003	7.6600e-004
tblFleetMix	SBUS	1.7970e-003	7.6600e-004
tblFleetMix	UBUS	3.0500e-004	4.7400e-004
tblFleetMix	UBUS	3.0500e-004	4.7400e-004
tblGrading	MaterialExported	0.00	100.00
tblGrading	MaterialImported	0.00	100.00
tblLandUse	LandUseSquareFeet	223,000.00	263,862.00
tblLandUse	LandUseSquareFeet	110,000.00	91,730.00
tblLandUse	LotAcreage	5.87	5.93
tblLandUse	LotAcreage	2.47	0.00
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.31	0.31

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.90
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblOffRoadEquipment	UsageHours	8.00	0.90
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.80
tblOffRoadEquipment	UsageHours	8.00	0.70
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblTripsAndVMT	HaulingTripNumber	415.00	0.00
tblTripsAndVMT	HaulingTripNumber	25.00	0.00
tblTripsAndVMT	VendorTripNumber	39.00	0.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00
tblTripsAndVMT	WorkerTripNumber	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	199.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	40.00	0.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblVehicleEF	HHD	0.02	0.20
tblVehicleEF	HHD	0.04	0.09
tblVehicleEF	HHD	6.20	5.00
tblVehicleEF	HHD	0.40	0.63
tblVehicleEF	HHD	5.6660e-003	7.4900e-004
tblVehicleEF	HHD	917.03	721.73

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	HHD	1,224.73	1,397.66
tblVehicleEF	HHD	0.04	6.2820e-003
tblVehicleEF	HHD	0.14	0.12
tblVehicleEF	HHD	0.19	0.22
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	5.13	3.83
tblVehicleEF	HHD	2.50	1.47
tblVehicleEF	HHD	2.37	2.60
tblVehicleEF	HHD	2.1040e-003	1.7840e-003
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	2.0130e-003	1.7000e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8800e-003	8.8010e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.0000e-006	1.5000e-005
tblVehicleEF	HHD	4.7000e-005	5.0000e-006
tblVehicleEF	HHD	0.42	0.31
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	2.1000e-005	4.2000e-005
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.5390e-003	6.2450e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.0000e-006	1.5000e-005
tblVehicleEF	HHD	4.7000e-005	5.0000e-006
tblVehicleEF	HHD	0.48	0.54
tblVehicleEF	HHD	1.0000e-006	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	HHD	0.07	0.10
tblVehicleEF	HHD	2.1000e-005	4.2000e-005
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	LDA	9.7700e-004	1.2690e-003
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.40	0.48
tblVehicleEF	LDA	1.73	2.25
tblVehicleEF	LDA	202.49	223.58
tblVehicleEF	LDA	42.75	57.84
tblVehicleEF	LDA	3.2530e-003	3.2780e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.13	0.19
tblVehicleEF	LDA	0.04	6.9340e-003
tblVehicleEF	LDA	9.3000e-004	8.5000e-004
tblVehicleEF	LDA	1.2990e-003	1.5420e-003
tblVehicleEF	LDA	0.02	2.4270e-003
tblVehicleEF	LDA	8.5600e-004	7.8200e-004
tblVehicleEF	LDA	1.1950e-003	1.4180e-003
tblVehicleEF	LDA	0.03	0.26
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	3.2790e-003	4.3810e-003
tblVehicleEF	LDA	0.02	0.20
tblVehicleEF	LDA	0.13	0.21
tblVehicleEF	LDA	2.0030e-003	2.2100e-003
tblVehicleEF	LDA	4.2300e-004	5.7200e-004
tblVehicleEF	LDA	0.03	0.26
tblVehicleEF	LDA	0.07	0.07

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	4.7630e-003	6.3860e-003
tblVehicleEF	LDA	0.02	0.20
tblVehicleEF	LDA	0.14	0.24
tblVehicleEF	LDT1	1.7340e-003	3.2150e-003
tblVehicleEF	LDT1	0.04	0.08
tblVehicleEF	LDT1	0.53	0.88
tblVehicleEF	LDT1	1.87	3.79
tblVehicleEF	LDT1	245.74	299.50
tblVehicleEF	LDT1	52.42	78.05
tblVehicleEF	LDT1	3.9140e-003	5.9500e-003
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.03	0.07
tblVehicleEF	LDT1	0.16	0.30
tblVehicleEF	LDT1	0.04	8.8250e-003
tblVehicleEF	LDT1	1.0760e-003	1.2750e-003
tblVehicleEF	LDT1	1.5120e-003	2.2190e-003
tblVehicleEF	LDT1	0.02	3.0890e-003
tblVehicleEF	LDT1	9.9000e-004	1.1720e-003
tblVehicleEF	LDT1	1.3910e-003	2.0400e-003
tblVehicleEF	LDT1	0.05	0.54
tblVehicleEF	LDT1	0.11	0.14
tblVehicleEF	LDT1	0.05	0.00
tblVehicleEF	LDT1	6.6990e-003	0.01
tblVehicleEF	LDT1	0.05	0.41
tblVehicleEF	LDT1	0.17	0.38
tblVehicleEF	LDT1	2.4320e-003	2.9610e-003
tblVehicleEF	LDT1	5.1900e-004	7.7200e-004
tblVehicleEF	LDT1	0.05	0.54

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDT1	0.11	0.14
tblVehicleEF	LDT1	0.05	0.00
tblVehicleEF	LDT1	9.7740e-003	0.02
tblVehicleEF	LDT1	0.05	0.41
tblVehicleEF	LDT1	0.19	0.42
tblVehicleEF	LDT2	1.6650e-003	1.8230e-003
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.53	0.62
tblVehicleEF	LDT2	2.29	2.81
tblVehicleEF	LDT2	252.89	306.67
tblVehicleEF	LDT2	54.34	77.74
tblVehicleEF	LDT2	4.0330e-003	4.4950e-003
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.17	0.25
tblVehicleEF	LDT2	0.04	8.4960e-003
tblVehicleEF	LDT2	1.0220e-003	9.9600e-004
tblVehicleEF	LDT2	1.3480e-003	1.6820e-003
tblVehicleEF	LDT2	0.02	2.9740e-003
tblVehicleEF	LDT2	9.4100e-004	9.1600e-004
tblVehicleEF	LDT2	1.2390e-003	1.5470e-003
tblVehicleEF	LDT2	0.05	0.26
tblVehicleEF	LDT2	0.09	0.07
tblVehicleEF	LDT2	0.05	0.00
tblVehicleEF	LDT2	6.1100e-003	6.4930e-003
tblVehicleEF	LDT2	0.05	0.20
tblVehicleEF	LDT2	0.19	0.27
tblVehicleEF	LDT2	2.5020e-003	3.0310e-003
tblVehicleEF	LDT2	5.3800e-004	7.6900e-004

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LDT2	0.05	0.26
tblVehicleEF	LDT2	0.09	0.07
tblVehicleEF	LDT2	0.05	0.00
tblVehicleEF	LDT2	8.8770e-003	9.4600e-003
tblVehicleEF	LDT2	0.05	0.20
tblVehicleEF	LDT2	0.21	0.30
tblVehicleEF	LHD1	4.1100e-003	4.3200e-003
tblVehicleEF	LHD1	5.7660e-003	4.8460e-003
tblVehicleEF	LHD1	9.4440e-003	0.02
tblVehicleEF	LHD1	0.17	0.18
tblVehicleEF	LHD1	0.53	0.59
tblVehicleEF	LHD1	0.88	1.94
tblVehicleEF	LHD1	8.48	8.14
tblVehicleEF	LHD1	703.35	680.41
tblVehicleEF	LHD1	9.82	15.32
tblVehicleEF	LHD1	7.8200e-004	6.6600e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	0.46	0.46
tblVehicleEF	LHD1	0.23	0.33
tblVehicleEF	LHD1	9.5900e-004	7.5300e-004
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	9.9600e-003	9.4740e-003
tblVehicleEF	LHD1	8.8420e-003	0.01
tblVehicleEF	LHD1	2.0700e-004	1.3600e-004
tblVehicleEF	LHD1	9.1800e-004	7.2000e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4900e-003	2.3690e-003

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD1	8.4160e-003	0.01
tblVehicleEF	LHD1	1.9000e-004	1.2500e-004
tblVehicleEF	LHD1	1.4290e-003	0.09
tblVehicleEF	LHD1	0.06	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	8.6200e-004	0.00
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	0.20	0.13
tblVehicleEF	LHD1	0.05	0.08
tblVehicleEF	LHD1	8.2000e-005	7.9000e-005
tblVehicleEF	LHD1	6.8540e-003	6.6320e-003
tblVehicleEF	LHD1	9.7000e-005	1.5100e-004
tblVehicleEF	LHD1	1.4290e-003	0.09
tblVehicleEF	LHD1	0.06	0.02
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	8.6200e-004	0.00
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.20	0.13
tblVehicleEF	LHD1	0.05	0.09
tblVehicleEF	LHD2	2.4740e-003	2.4110e-003
tblVehicleEF	LHD2	5.5240e-003	4.9900e-003
tblVehicleEF	LHD2	4.8040e-003	8.4240e-003
tblVehicleEF	LHD2	0.13	0.13
tblVehicleEF	LHD2	0.52	0.41
tblVehicleEF	LHD2	0.46	1.00
tblVehicleEF	LHD2	13.32	13.80
tblVehicleEF	LHD2	684.04	727.53
tblVehicleEF	LHD2	6.22	7.88
tblVehicleEF	LHD2	1.7300e-003	1.7820e-003

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblVehicleEF	LHD2	0.06	0.08
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.08	0.09
tblVehicleEF	LHD2	0.50	0.60
tblVehicleEF	LHD2	0.13	0.17
tblVehicleEF	LHD2	1.5200e-003	1.5100e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	9.9000e-005	5.3000e-005
tblVehicleEF	LHD2	1.4540e-003	1.4450e-003
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.7190e-003	2.6610e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	9.1000e-005	4.9000e-005
tblVehicleEF	LHD2	5.8000e-004	0.05
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.8000e-004	0.00
tblVehicleEF	LHD2	0.10	0.09
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.04
tblVehicleEF	LHD2	1.2700e-004	1.3200e-004
tblVehicleEF	LHD2	6.5940e-003	6.9920e-003
tblVehicleEF	LHD2	6.2000e-005	7.8000e-005
tblVehicleEF	LHD2	5.8000e-004	0.05
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.8000e-004	0.00

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tblVehicleEF	LHD2	0.12	0.11
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.04
tblVehicleEF	MCY	0.33	0.15
tblVehicleEF	MCY	0.25	0.17
tblVehicleEF	MCY	18.61	11.88
tblVehicleEF	MCY	9.22	8.10
tblVehicleEF	MCY	212.79	187.18
tblVehicleEF	MCY	60.03	46.10
tblVehicleEF	MCY	0.07	0.04
tblVehicleEF	MCY	0.02	7.1910e-003
tblVehicleEF	MCY	1.15	0.54
tblVehicleEF	MCY	0.27	0.12
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.1690e-003	1.9750e-003
tblVehicleEF	MCY	2.8570e-003	3.3790e-003
tblVehicleEF	MCY	5.0400e-003	4.2000e-003
tblVehicleEF	MCY	2.0240e-003	1.8450e-003
tblVehicleEF	MCY	2.6750e-003	3.1670e-003
tblVehicleEF	MCY	0.87	4.22
tblVehicleEF	MCY	0.68	3.59
tblVehicleEF	MCY	0.53	0.00
tblVehicleEF	MCY	2.20	0.98
tblVehicleEF	MCY	0.44	3.87
tblVehicleEF	MCY	1.91	1.26
tblVehicleEF	MCY	2.1060e-003	1.8500e-003
tblVehicleEF	MCY	5.9400e-004	4.5600e-004
tblVehicleEF	MCY	0.87	0.10
tblVehicleEF	MCY	0.68	3.59

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tblVehicleEF	MCY	0.53	0.00
tblVehicleEF	MCY	2.75	1.19
tblVehicleEF	MCY	0.44	3.87
tblVehicleEF	MCY	2.08	1.37
tblVehicleEF	MDV	2.0500e-003	2.3750e-003
tblVehicleEF	MDV	0.05	0.07
tblVehicleEF	MDV	0.57	0.70
tblVehicleEF	MDV	2.40	3.02
tblVehicleEF	MDV	311.83	371.71
tblVehicleEF	MDV	65.88	93.79
tblVehicleEF	MDV	5.7300e-003	6.0430e-003
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.04	0.06
tblVehicleEF	MDV	0.20	0.30
tblVehicleEF	MDV	0.04	8.6340e-003
tblVehicleEF	MDV	1.0540e-003	1.0280e-003
tblVehicleEF	MDV	1.3740e-003	1.7010e-003
tblVehicleEF	MDV	0.02	3.0220e-003
tblVehicleEF	MDV	9.7200e-004	9.4700e-004
tblVehicleEF	MDV	1.2630e-003	1.5640e-003
tblVehicleEF	MDV	0.06	0.33
tblVehicleEF	MDV	0.12	0.08
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	7.9840e-003	9.2720e-003
tblVehicleEF	MDV	0.05	0.25
tblVehicleEF	MDV	0.22	0.34
tblVehicleEF	MDV	3.0820e-003	3.6730e-003
tblVehicleEF	MDV	6.5200e-004	9.2700e-004
tblVehicleEF	MDV	0.06	0.33

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tblVehicleEF	MDV	0.12	0.08
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.05	0.25
tblVehicleEF	MDV	0.24	0.37
tblVehicleEF	MH	5.4430e-003	6.3460e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.36	0.40
tblVehicleEF	MH	1.61	1.86
tblVehicleEF	MH	1,366.60	1,644.80
tblVehicleEF	MH	15.37	19.63
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.24	1.45
tblVehicleEF	MH	0.24	0.31
tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.9600e-004	2.1600e-004
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.3120e-003	3.3480e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.8000e-004	1.9800e-004
tblVehicleEF	MH	0.36	22.12
tblVehicleEF	MH	0.03	5.27
tblVehicleEF	MH	0.16	0.00
tblVehicleEF	MH	0.04	0.06
tblVehicleEF	MH	6.0610e-003	0.13
tblVehicleEF	MH	0.07	0.09

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tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	1.5200e-004	1.9400e-004
tblVehicleEF	MH	0.36	22.12
tblVehicleEF	MH	0.03	5.27
tblVehicleEF	MH	0.16	0.00
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	6.0610e-003	0.13
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MHD	4.2610e-003	0.02
tblVehicleEF	MHD	1.2290e-003	9.8710e-003
tblVehicleEF	MHD	9.3810e-003	6.6910e-003
tblVehicleEF	MHD	0.46	0.65
tblVehicleEF	MHD	0.17	0.17
tblVehicleEF	MHD	0.97	0.74
tblVehicleEF	MHD	77.33	151.16
tblVehicleEF	MHD	1,028.73	1,072.59
tblVehicleEF	MHD	9.38	6.71
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.14
tblVehicleEF	MHD	8.6830e-003	4.7960e-003
tblVehicleEF	MHD	0.42	0.79
tblVehicleEF	MHD	1.43	0.61
tblVehicleEF	MHD	1.66	1.24
tblVehicleEF	MHD	2.0900e-004	7.5400e-004
tblVehicleEF	MHD	0.13	0.04
tblVehicleEF	MHD	7.0780e-003	5.7900e-003
tblVehicleEF	MHD	1.2200e-004	8.1000e-005
tblVehicleEF	MHD	2.0000e-004	7.2000e-004
tblVehicleEF	MHD	0.06	0.02

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tblVehicleEF	MHD	6.7630e-003	5.5310e-003
tblVehicleEF	MHD	1.1200e-004	7.5000e-005
tblVehicleEF	MHD	3.0000e-004	0.02
tblVehicleEF	MHD	0.02	3.8010e-003
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.9400e-004	0.00
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	7.3400e-004	1.3890e-003
tblVehicleEF	MHD	9.8370e-003	0.01
tblVehicleEF	MHD	9.3000e-005	6.6000e-005
tblVehicleEF	MHD	3.0000e-004	0.02
tblVehicleEF	MHD	0.02	3.8010e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	1.9400e-004	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.05	0.04
tblVehicleEF	OBUS	8.6630e-003	8.4990e-003
tblVehicleEF	OBUS	4.2740e-003	9.6200e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.55	0.53
tblVehicleEF	OBUS	0.45	0.60
tblVehicleEF	OBUS	2.37	2.58
tblVehicleEF	OBUS	71.40	73.26
tblVehicleEF	OBUS	1,312.44	1,408.48
tblVehicleEF	OBUS	18.77	20.35
tblVehicleEF	OBUS	9.3350e-003	9.7840e-003

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tblVehicleEF	OBUS	0.09	0.11
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.29	0.25
tblVehicleEF	OBUS	1.05	1.01
tblVehicleEF	OBUS	0.77	0.69
tblVehicleEF	OBUS	9.8000e-005	2.8000e-004
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	6.3080e-003	0.02
tblVehicleEF	OBUS	2.1300e-004	1.9100e-004
tblVehicleEF	OBUS	9.3000e-005	2.6800e-004
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	6.0110e-003	0.02
tblVehicleEF	OBUS	1.9600e-004	1.7500e-004
tblVehicleEF	OBUS	1.5430e-003	0.12
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	7.6900e-004	0.00
tblVehicleEF	OBUS	0.02	0.06
tblVehicleEF	OBUS	0.08	0.14
tblVehicleEF	OBUS	0.11	0.13
tblVehicleEF	OBUS	6.8100e-004	6.9600e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.8600e-004	2.0100e-004
tblVehicleEF	OBUS	1.5430e-003	0.12
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.07	0.06
tblVehicleEF	OBUS	7.6900e-004	0.00
tblVehicleEF	OBUS	0.03	0.08
tblVehicleEF	OBUS	0.08	0.14

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tblVehicleEF	OBUS	0.12	0.14
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	1.7320e-003	0.11
tblVehicleEF	SBUS	1.4050e-003	3.2720e-003
tblVehicleEF	SBUS	1.41	1.43
tblVehicleEF	SBUS	0.17	0.58
tblVehicleEF	SBUS	0.20	0.43
tblVehicleEF	SBUS	273.69	174.68
tblVehicleEF	SBUS	897.42	955.12
tblVehicleEF	SBUS	1.14	2.66
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	1.2780e-003	3.4240e-003
tblVehicleEF	SBUS	1.74	1.00
tblVehicleEF	SBUS	1.84	1.47
tblVehicleEF	SBUS	1.82	0.55
tblVehicleEF	SBUS	8.1100e-004	6.2100e-004
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	8.5420e-003
tblVehicleEF	SBUS	1.9000e-005	3.8000e-005
tblVehicleEF	SBUS	7.7600e-004	5.9300e-004
tblVehicleEF	SBUS	0.32	0.02
tblVehicleEF	SBUS	2.8940e-003	2.6600e-003
tblVehicleEF	SBUS	0.01	8.1550e-003
tblVehicleEF	SBUS	1.7000e-005	3.5000e-005
tblVehicleEF	SBUS	1.2700e-004	0.02
tblVehicleEF	SBUS	1.1990e-003	4.6440e-003
tblVehicleEF	SBUS	0.09	0.14

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tblVehicleEF	SBUS	6.3000e-005	0.00
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	2.6610e-003	0.01
tblVehicleEF	SBUS	7.7860e-003	0.02
tblVehicleEF	SBUS	2.5930e-003	1.5490e-003
tblVehicleEF	SBUS	8.5140e-003	8.7710e-003
tblVehicleEF	SBUS	1.1000e-005	2.6000e-005
tblVehicleEF	SBUS	1.2700e-004	0.02
tblVehicleEF	SBUS	1.1990e-003	4.6440e-003
tblVehicleEF	SBUS	0.13	0.25
tblVehicleEF	SBUS	6.3000e-005	0.00
tblVehicleEF	SBUS	0.03	0.15
tblVehicleEF	SBUS	2.6610e-003	0.01
tblVehicleEF	SBUS	8.5240e-003	0.02
tblVehicleEF	UBUS	1.60	0.53
tblVehicleEF	UBUS	1.4580e-003	0.02
tblVehicleEF	UBUS	12.04	6.12
tblVehicleEF	UBUS	0.21	2.10
tblVehicleEF	UBUS	1,536.63	974.40
tblVehicleEF	UBUS	2.68	17.20
tblVehicleEF	UBUS	0.25	0.13
tblVehicleEF	UBUS	3.5530e-003	0.02
tblVehicleEF	UBUS	0.61	0.19
tblVehicleEF	UBUS	0.02	0.13
tblVehicleEF	UBUS	0.08	0.17
tblVehicleEF	UBUS	0.03	0.07
tblVehicleEF	UBUS	4.6730e-003	3.5650e-003
tblVehicleEF	UBUS	4.6000e-005	1.2700e-004
tblVehicleEF	UBUS	0.03	0.06

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tblVehicleEF	UBUS	7.1530e-003	0.02
tblVehicleEF	UBUS	4.4630e-003	3.4030e-003
tblVehicleEF	UBUS	4.3000e-005	1.1700e-004
tblVehicleEF	UBUS	3.2600e-004	0.02
tblVehicleEF	UBUS	3.6920e-003	6.3870e-003
tblVehicleEF	UBUS	2.1700e-004	0.00
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	5.9700e-004	0.02
tblVehicleEF	UBUS	4.9160e-003	0.06
tblVehicleEF	UBUS	9.8390e-003	7.7840e-003
tblVehicleEF	UBUS	2.7000e-005	1.7000e-004
tblVehicleEF	UBUS	3.2600e-004	0.02
tblVehicleEF	UBUS	3.6920e-003	6.3870e-003
tblVehicleEF	UBUS	2.1700e-004	0.00
tblVehicleEF	UBUS	1.63	0.58
tblVehicleEF	UBUS	5.9700e-004	0.02
tblVehicleEF	UBUS	5.3830e-003	0.07
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.2746	0.0268	1.6572	1.4000e-004		9.8100e-003	9.8100e-003		9.8100e-003	9.8100e-003	0.0000	11.6182	11.6182	2.7600e-003	1.6000e-004	11.7359
Energy	0.0102	0.0868	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	183.6301	183.6301	0.0154	3.4700e-003	185.0495
Mobile	0.6308	0.3906	3.6896	9.1300e-003	0.9032	5.8800e-003	0.9091	0.2253	5.5000e-003	0.2308	0.0000	844.2479	844.2479	0.0424	0.0390	856.9216
Waste						0.0000	0.0000		0.0000	0.0000	20.8228	0.0000	20.8228	1.2306	0.0000	51.5876
Water						0.0000	0.0000		0.0000	0.0000	5.1405	10.2403	15.3808	0.0194	0.0114	19.2557
Total	**1.9156**	**0.5041**	**5.3837**	**9.8200e-003**	**0.9032**	**0.0227**	**0.9259**	**0.2253**	**0.0223**	**0.2476**	**25.9633**	**1,049.7365**	**1,075.6998**	**1.3105**	**0.0540**	**1,124.5503**

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	1.2746	0.0268	1.6572	1.4000e-004		9.8100e-003	9.8100e-003		9.8100e-003	9.8100e-003	0.0000	11.6182	11.6182	2.7600e-003	1.6000e-004	11.7359
Energy	0.0102	0.0868	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	183.6301	183.6301	0.0154	3.4700e-003	185.0495
Mobile	0.6308	0.3906	3.6896	9.1300e-003	0.9032	5.8800e-003	0.9091	0.2253	5.5000e-003	0.2308	0.0000	844.2479	844.2479	0.0424	0.0390	856.9216
Waste						0.0000	0.0000		0.0000	0.0000	20.8228	0.0000	20.8228	1.2306	0.0000	51.5876
Water	752 of 2177					0.0000	0.0000		0.0000	0.0000	5.1405	10.2403	15.3808	0.0194	0.0114	19.2557

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Total	**1.9156**	**0.5041**	**5.3837**	**9.8200e-003**	**0.9032**	**0.0227**	**0.9259**	**0.2253**	**0.0223**	**0.2476**	**25.9633**	**1,049.7365**	**1,075.6998**	**1.3105**	**0.0540**	**1,124.5503**

	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**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6308	0.3906	3.6896	9.1300e-003	0.9032	5.8800e-003	0.9091	0.2253	5.5000e-003	0.2308	0.0000	844.2479	844.2479	0.0424	0.0390	856.9216
Unmitigated	0.6308	0.3906	3.6896	9.1300e-003	0.9032	5.8800e-003	0.9091	0.2253	5.5000e-003	0.2308	0.0000	844.2479	844.2479	0.0424	0.0390	856.9216

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,213.12	1,094.93	912.07	2,663,505	2,663,505
Parking Lot	0.00	0.00	0.00		
Total	1,213.12	1,094.93	912.07	2,663,505	2,663,505

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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
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.506938	0.037324	0.231190	0.143470	0.027941	0.006798	0.009334	0.008576	0.000505	0.000474	0.023826	0.000766	0.002857
Parking Lot	0.506938	0.037324	0.231190	0.143470	0.027941	0.006798	0.009334	0.008576	0.000505	0.000474	0.023826	0.000766	0.002857

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	83.1572	83.1572	0.0135	1.6300e-003	83.9795
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	83.1572	83.1572	0.0135	1.6300e-003	83.9795
NaturalGas Mitigated	0.0102	0.0868	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4729	100.4729	1.9300e-003	1.8400e-003	101.0700
NaturalGas Unmitigated	0.0102	0.0868	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4729	100.4729	1.9300e-003	1.8400e-003	101.0700

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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					
Apartments Mid Rise	1.88279e+006	0.0102	0.0868	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4729	100.4729	1.9300e-003	1.8400e-003	101.0700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**0.0868**	**0.0369**	**5.5000e-004**		**7.0100e-003**	**7.0100e-003**		**7.0100e-003**	**7.0100e-003**	**0.0000**	**100.4729**	**100.4729**	**1.9300e-003**	**1.8400e-003**	**101.0700**

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					
Apartments Mid Rise	1.88279e+006	0.0102	0.0868	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4729	100.4729	1.9300e-003	1.8400e-003	101.0700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**0.0868**	**0.0369**	**5.5000e-004**		**7.0100e-003**	**7.0100e-003**		**7.0100e-003**	**7.0100e-003**	**0.0000**	**100.4729**	**100.4729**	**1.9300e-003**	**1.8400e-003**	**101.0700**

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	866661	80.1867	0.0130	1.5700e-003	80.9796
Parking Lot	32105.5	2.9705	4.8000e-004	6.0000e-005	2.9999
Total		**83.1572**	**0.0135**	**1.6300e-003**	**83.9795**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	866661	80.1867	0.0130	1.5700e-003	80.9796
Parking Lot	32105.5	2.9705	4.8000e-004	6.0000e-005	2.9999
Total		**83.1572**	**0.0135**	**1.6300e-003**	**83.9795**

6.0 Area Detail

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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	1.2746	0.0268	1.6572	1.4000e-004		9.8100e-003	9.8100e-003		9.8100e-003	9.8100e-003	0.0000	11.6182	11.6182	2.7600e-003	1.6000e-004	11.7359
Unmitigated	1.2746	0.0268	1.6572	1.4000e-004		9.8100e-003	9.8100e-003		9.8100e-003	9.8100e-003	0.0000	11.6182	11.6182	2.7600e-003	1.6000e-004	11.7359

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	0.1877					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0364					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	9.0000e-004	7.6900e-003	3.2700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9085	8.9085	1.7000e-004	1.6000e-004	8.9615
Landscaping	0.0496	0.0191	1.6539	9.0000e-005		9.1900e-003	9.1900e-003		9.1900e-003	9.1900e-003	0.0000	2.7096	2.7096	2.5900e-003	0.0000	2.7744
Total	**1.2746**	**0.0268**	**1.6572**	**1.4000e-004**		**9.8100e-003**	**9.8100e-003**		**9.8100e-003**	**9.8100e-003**	**0.0000**	**11.6182**	**11.6182**	**2.7600e-003**	**1.6000e-004**	**11.7358**

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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	0.1877					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0364					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	9.0000e-004	7.6900e-003	3.2700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9085	8.9085	1.7000e-004	1.6000e-004	8.9615
Landscaping	0.0496	0.0191	1.6539	9.0000e-005		9.1900e-003	9.1900e-003		9.1900e-003	9.1900e-003	0.0000	2.7096	2.7096	2.5900e-003	0.0000	2.7744
Total	**1.2746**	**0.0268**	**1.6572**	**1.4000e-004**		**9.8100e-003**	**9.8100e-003**		**9.8100e-003**	**9.8100e-003**	**0.0000**	**11.6182**	**11.6182**	**2.7600e-003**	**1.6000e-004**	**11.7358**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Mitigated	15.3808	0.0194	0.0114	19.2557
Unmitigated	15.3808	0.0194	0.0114	19.2557

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	14.5293 / 9.15981	15.3808	0.0194	0.0114	19.2557
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**15.3808**	**0.0194**	**0.0114**	**19.2557**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	14.5293 / 9.15981	15.3808	0.0194	0.0114	19.2557
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Total	**15.3808**	**0.0194**	**0.0114**	**19.2557**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	20.8228	1.2306	0.0000	51.5876
Unmitigated	20.8228	1.2306	0.0000	51.5876

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	102.58	20.8228	1.2306	0.0000	51.5876
Parking Lot	0	0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Total		**20.8228**	**1.2306**	**0.0000**	**51.5876**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	102.58	20.8228	1.2306	0.0000	51.5876
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**20.8228**	**1.2306**	**0.0000**	**51.5876**

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

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Equipment Type	Number

11.0 Vegetation

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	91.34	1000sqft	2.10	91,342.00	0
Parking Lot	120.68	1000sqft	2.77	120,676.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	5			**Operational Year**	2030
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing land use - CalEEMod no Department Store land use, so used Strip Mall use

Construction Phase - Existing use - no construction

Off-road Equipment - Existing use - no construction

Grading -

Vehicle Trips - Traffic provided trip gen

Vehicle Emission Factors - EMFAC2021 vehicle emission factors Contra Costa County 2030

Fleet Mix - EMFAC2021 Fleet Mix Contra Costa County 2030

Energy Use - Historical Energy Use

Table Name	Column Name	Default Value	New Value

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tblConstructionPhase	NumDays	5.00	1.00
tblConstructionPhase	PhaseEndDate	10/7/2022	10/3/2022
tblEnergyUse	LightingElect	5.88	4.88
tblEnergyUse	LightingElect	0.88	0.35
tblEnergyUse	T24E	2.90	2.00
tblEnergyUse	T24NG	4.68	3.86
tblFleetMix	HHD	7.0880e-003	8.5760e-003
tblFleetMix	HHD	7.0880e-003	8.5760e-003
tblFleetMix	LDA	0.58	0.51
tblFleetMix	LDA	0.58	0.51
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT2	0.18	0.23
tblFleetMix	LDT2	0.18	0.23
tblFleetMix	LHD1	0.02	0.03
tblFleetMix	LHD1	0.02	0.03
tblFleetMix	LHD2	5.5730e-003	6.7980e-003
tblFleetMix	LHD2	5.5730e-003	6.7980e-003
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MCY	0.02	0.02
tblFleetMix	MDV	0.12	0.14
tblFleetMix	MDV	0.12	0.14
tblFleetMix	MH	2.8620e-003	2.8570e-003
tblFleetMix	MH	2.8620e-003	2.8570e-003
tblFleetMix	MHD	7.4350e-003	9.3340e-003
tblFleetMix	MHD	7.4350e-003	9.3340e-003
tblFleetMix	OBUS	5.3700e-004	5.0500e-004
tblFleetMix	OBUS	5.3700e-004	5.0500e-004
tblFleetMix	SBUS	1.7970e-003	7.6600e-004

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tblFleetMix	SBUS	1.7970e-003	7.6600e-004
tblFleetMix	UBUS	3.0500e-004	4.7400e-004
tblFleetMix	UBUS	3.0500e-004	4.7400e-004
tblLandUse	LandUseSquareFeet	91,340.00	91,342.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblVehicleEF	HHD	0.02	0.20
tblVehicleEF	HHD	0.04	0.09
tblVehicleEF	HHD	6.20	5.00
tblVehicleEF	HHD	0.40	0.63
tblVehicleEF	HHD	5.6660e-003	7.4900e-004
tblVehicleEF	HHD	917.03	721.73
tblVehicleEF	HHD	1,224.73	1,397.66
tblVehicleEF	HHD	0.04	6.2820e-003
tblVehicleEF	HHD	0.14	0.12
tblVehicleEF	HHD	0.19	0.22
tblVehicleEF	HHD	3.0000e-006	0.00
tblVehicleEF	HHD	5.13	3.83
tblVehicleEF	HHD	2.50	1.47
tblVehicleEF	HHD	2.37	2.60
tblVehicleEF	HHD	2.1040e-003	1.7840e-003
tblVehicleEF	HHD	0.06	0.08
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	2.0130e-003	1.7000e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8800e-003	8.8010e-003

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tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.0000e-006	1.5000e-005
tblVehicleEF	HHD	4.7000e-005	5.0000e-006
tblVehicleEF	HHD	0.42	0.31
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.02	0.01
tblVehicleEF	HHD	2.1000e-005	4.2000e-005
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	HHD	8.5390e-003	6.2450e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	1.0000e-006	1.5000e-005
tblVehicleEF	HHD	4.7000e-005	5.0000e-006
tblVehicleEF	HHD	0.48	0.54
tblVehicleEF	HHD	1.0000e-006	0.00
tblVehicleEF	HHD	0.07	0.10
tblVehicleEF	HHD	2.1000e-005	4.2000e-005
tblVehicleEF	HHD	2.0000e-006	0.00
tblVehicleEF	LDA	9.7700e-004	1.2690e-003
tblVehicleEF	LDA	0.03	0.05
tblVehicleEF	LDA	0.40	0.48
tblVehicleEF	LDA	1.73	2.25
tblVehicleEF	LDA	202.49	223.58
tblVehicleEF	LDA	42.75	57.84
tblVehicleEF	LDA	3.2530e-003	3.2780e-003
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.13	0.19
tblVehicleEF	LDA	0.04	6.9340e-003
tblVehicleEF	LDA	9.3000e-004	8.5000e-004

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tblVehicleEF	LDA	1.2990e-003	1.5420e-003
tblVehicleEF	LDA	0.02	2.4270e-003
tblVehicleEF	LDA	8.5600e-004	7.8200e-004
tblVehicleEF	LDA	1.1950e-003	1.4180e-003
tblVehicleEF	LDA	0.03	0.26
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	3.2790e-003	4.3810e-003
tblVehicleEF	LDA	0.02	0.20
tblVehicleEF	LDA	0.13	0.21
tblVehicleEF	LDA	2.0030e-003	2.2100e-003
tblVehicleEF	LDA	4.2300e-004	5.7200e-004
tblVehicleEF	LDA	0.03	0.26
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.03	0.00
tblVehicleEF	LDA	4.7630e-003	6.3860e-003
tblVehicleEF	LDA	0.02	0.20
tblVehicleEF	LDA	0.14	0.24
tblVehicleEF	LDT1	1.7340e-003	3.2150e-003
tblVehicleEF	LDT1	0.04	0.08
tblVehicleEF	LDT1	0.53	0.88
tblVehicleEF	LDT1	1.87	3.79
tblVehicleEF	LDT1	245.74	299.50
tblVehicleEF	LDT1	52.42	78.05
tblVehicleEF	LDT1	3.9140e-003	5.9500e-003
tblVehicleEF	LDT1	0.02	0.03
tblVehicleEF	LDT1	0.03	0.07
tblVehicleEF	LDT1	0.16	0.30
tblVehicleEF	LDT1	0.04	8.8250e-003

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tblVehicleEF	LDT1	1.0760e-003	1.2750e-003
tblVehicleEF	LDT1	1.5120e-003	2.2190e-003
tblVehicleEF	LDT1	0.02	3.0890e-003
tblVehicleEF	LDT1	9.9000e-004	1.1720e-003
tblVehicleEF	LDT1	1.3910e-003	2.0400e-003
tblVehicleEF	LDT1	0.05	0.54
tblVehicleEF	LDT1	0.11	0.14
tblVehicleEF	LDT1	0.05	0.00
tblVehicleEF	LDT1	6.6990e-003	0.01
tblVehicleEF	LDT1	0.05	0.41
tblVehicleEF	LDT1	0.17	0.38
tblVehicleEF	LDT1	2.4320e-003	2.9610e-003
tblVehicleEF	LDT1	5.1900e-004	7.7200e-004
tblVehicleEF	LDT1	0.05	0.54
tblVehicleEF	LDT1	0.11	0.14
tblVehicleEF	LDT1	0.05	0.00
tblVehicleEF	LDT1	9.7740e-003	0.02
tblVehicleEF	LDT1	0.05	0.41
tblVehicleEF	LDT1	0.19	0.42
tblVehicleEF	LDT2	1.6650e-003	1.8230e-003
tblVehicleEF	LDT2	0.04	0.06
tblVehicleEF	LDT2	0.53	0.62
tblVehicleEF	LDT2	2.29	2.81
tblVehicleEF	LDT2	252.89	306.67
tblVehicleEF	LDT2	54.34	77.74
tblVehicleEF	LDT2	4.0330e-003	4.4950e-003
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.17	0.25

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tblVehicleEF	LDT2	0.04	8.4960e-003
tblVehicleEF	LDT2	1.0220e-003	9.9600e-004
tblVehicleEF	LDT2	1.3480e-003	1.6820e-003
tblVehicleEF	LDT2	0.02	2.9740e-003
tblVehicleEF	LDT2	9.4100e-004	9.1600e-004
tblVehicleEF	LDT2	1.2390e-003	1.5470e-003
tblVehicleEF	LDT2	0.05	0.26
tblVehicleEF	LDT2	0.09	0.07
tblVehicleEF	LDT2	0.05	0.00
tblVehicleEF	LDT2	6.1100e-003	6.4930e-003
tblVehicleEF	LDT2	0.05	0.20
tblVehicleEF	LDT2	0.19	0.27
tblVehicleEF	LDT2	2.5020e-003	3.0310e-003
tblVehicleEF	LDT2	5.3800e-004	7.6900e-004
tblVehicleEF	LDT2	0.05	0.26
tblVehicleEF	LDT2	0.09	0.07
tblVehicleEF	LDT2	0.05	0.00
tblVehicleEF	LDT2	8.8770e-003	9.4600e-003
tblVehicleEF	LDT2	0.05	0.20
tblVehicleEF	LDT2	0.21	0.30
tblVehicleEF	LHD1	4.1100e-003	4.3200e-003
tblVehicleEF	LHD1	5.7660e-003	4.8460e-003
tblVehicleEF	LHD1	9.4440e-003	0.02
tblVehicleEF	LHD1	0.17	0.18
tblVehicleEF	LHD1	0.53	0.59
tblVehicleEF	LHD1	0.88	1.94
tblVehicleEF	LHD1	8.48	8.14
tblVehicleEF	LHD1	703.35	680.41
tblVehicleEF	LHD1	9.82	15.32

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tblVehicleEF	LHD1	7.8200e-004	6.6600e-004
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	0.06	0.05
tblVehicleEF	LHD1	0.46	0.46
tblVehicleEF	LHD1	0.23	0.33
tblVehicleEF	LHD1	9.5900e-004	7.5300e-004
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	9.9600e-003	9.4740e-003
tblVehicleEF	LHD1	8.8420e-003	0.01
tblVehicleEF	LHD1	2.0700e-004	1.3600e-004
tblVehicleEF	LHD1	9.1800e-004	7.2000e-004
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.4900e-003	2.3690e-003
tblVehicleEF	LHD1	8.4160e-003	0.01
tblVehicleEF	LHD1	1.9000e-004	1.2500e-004
tblVehicleEF	LHD1	1.4290e-003	0.09
tblVehicleEF	LHD1	0.06	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	8.6200e-004	0.00
tblVehicleEF	LHD1	0.08	0.06
tblVehicleEF	LHD1	0.20	0.13
tblVehicleEF	LHD1	0.05	0.08
tblVehicleEF	LHD1	8.2000e-005	7.9000e-005
tblVehicleEF	LHD1	6.8540e-003	6.6320e-003
tblVehicleEF	LHD1	9.7000e-005	1.5100e-004
tblVehicleEF	LHD1	1.4290e-003	0.09
tblVehicleEF	LHD1	0.06	0.02
tblVehicleEF	LHD1	0.02	0.03

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tblVehicleEF	LHD1	8.6200e-004	0.00
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.20	0.13
tblVehicleEF	LHD1	0.05	0.09
tblVehicleEF	LHD2	2.4740e-003	2.4110e-003
tblVehicleEF	LHD2	5.5240e-003	4.9900e-003
tblVehicleEF	LHD2	4.8040e-003	8.4240e-003
tblVehicleEF	LHD2	0.13	0.13
tblVehicleEF	LHD2	0.52	0.41
tblVehicleEF	LHD2	0.46	1.00
tblVehicleEF	LHD2	13.32	13.80
tblVehicleEF	LHD2	684.04	727.53
tblVehicleEF	LHD2	6.22	7.88
tblVehicleEF	LHD2	1.7300e-003	1.7820e-003
tblVehicleEF	LHD2	0.06	0.08
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.08	0.09
tblVehicleEF	LHD2	0.50	0.60
tblVehicleEF	LHD2	0.13	0.17
tblVehicleEF	LHD2	1.5200e-003	1.5100e-003
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	9.9000e-005	5.3000e-005
tblVehicleEF	LHD2	1.4540e-003	1.4450e-003
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	2.7190e-003	2.6610e-003
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	9.1000e-005	4.9000e-005

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tblVehicleEF	LHD2	5.8000e-004	0.05
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.8000e-004	0.00
tblVehicleEF	LHD2	0.10	0.09
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.04
tblVehicleEF	LHD2	1.2700e-004	1.3200e-004
tblVehicleEF	LHD2	6.5940e-003	6.9920e-003
tblVehicleEF	LHD2	6.2000e-005	7.8000e-005
tblVehicleEF	LHD2	5.8000e-004	0.05
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.8000e-004	0.00
tblVehicleEF	LHD2	0.12	0.11
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.04
tblVehicleEF	MCY	0.33	0.15
tblVehicleEF	MCY	0.25	0.17
tblVehicleEF	MCY	18.61	11.88
tblVehicleEF	MCY	9.22	8.10
tblVehicleEF	MCY	212.79	187.18
tblVehicleEF	MCY	60.03	46.10
tblVehicleEF	MCY	0.07	0.04
tblVehicleEF	MCY	0.02	7.1910e-003
tblVehicleEF	MCY	1.15	0.54
tblVehicleEF	MCY	0.27	0.12
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	2.1690e-003	1.9750e-003

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tblVehicleEF	MCY	2.8570e-003	3.3790e-003
tblVehicleEF	MCY	5.0400e-003	4.2000e-003
tblVehicleEF	MCY	2.0240e-003	1.8450e-003
tblVehicleEF	MCY	2.6750e-003	3.1670e-003
tblVehicleEF	MCY	0.87	4.22
tblVehicleEF	MCY	0.68	3.59
tblVehicleEF	MCY	0.53	0.00
tblVehicleEF	MCY	2.20	0.98
tblVehicleEF	MCY	0.44	3.87
tblVehicleEF	MCY	1.91	1.26
tblVehicleEF	MCY	2.1060e-003	1.8500e-003
tblVehicleEF	MCY	5.9400e-004	4.5600e-004
tblVehicleEF	MCY	0.87	0.10
tblVehicleEF	MCY	0.68	3.59
tblVehicleEF	MCY	0.53	0.00
tblVehicleEF	MCY	2.75	1.19
tblVehicleEF	MCY	0.44	3.87
tblVehicleEF	MCY	2.08	1.37
tblVehicleEF	MDV	2.0500e-003	2.3750e-003
tblVehicleEF	MDV	0.05	0.07
tblVehicleEF	MDV	0.57	0.70
tblVehicleEF	MDV	2.40	3.02
tblVehicleEF	MDV	311.83	371.71
tblVehicleEF	MDV	65.88	93.79
tblVehicleEF	MDV	5.7300e-003	6.0430e-003
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	0.04	0.06
tblVehicleEF	MDV	0.20	0.30
tblVehicleEF	MDV	0.04	8.6340e-003

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tblVehicleEF	MDV	1.0540e-003	1.0280e-003
tblVehicleEF	MDV	1.3740e-003	1.7010e-003
tblVehicleEF	MDV	0.02	3.0220e-003
tblVehicleEF	MDV	9.7200e-004	9.4700e-004
tblVehicleEF	MDV	1.2630e-003	1.5640e-003
tblVehicleEF	MDV	0.06	0.33
tblVehicleEF	MDV	0.12	0.08
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	7.9840e-003	9.2720e-003
tblVehicleEF	MDV	0.05	0.25
tblVehicleEF	MDV	0.22	0.34
tblVehicleEF	MDV	3.0820e-003	3.6730e-003
tblVehicleEF	MDV	6.5200e-004	9.2700e-004
tblVehicleEF	MDV	0.06	0.33
tblVehicleEF	MDV	0.12	0.08
tblVehicleEF	MDV	0.07	0.00
tblVehicleEF	MDV	0.01	0.01
tblVehicleEF	MDV	0.05	0.25
tblVehicleEF	MDV	0.24	0.37
tblVehicleEF	MH	5.4430e-003	6.3460e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.36	0.40
tblVehicleEF	MH	1.61	1.86
tblVehicleEF	MH	1,366.60	1,644.80
tblVehicleEF	MH	15.37	19.63
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	1.24	1.45
tblVehicleEF	MH	0.24	0.31

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tblVehicleEF	MH	0.13	0.04
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.9600e-004	2.1600e-004
tblVehicleEF	MH	0.06	0.02
tblVehicleEF	MH	3.3120e-003	3.3480e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	1.8000e-004	1.9800e-004
tblVehicleEF	MH	0.36	22.12
tblVehicleEF	MH	0.03	5.27
tblVehicleEF	MH	0.16	0.00
tblVehicleEF	MH	0.04	0.06
tblVehicleEF	MH	6.0610e-003	0.13
tblVehicleEF	MH	0.07	0.09
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	1.5200e-004	1.9400e-004
tblVehicleEF	MH	0.36	22.12
tblVehicleEF	MH	0.03	5.27
tblVehicleEF	MH	0.16	0.00
tblVehicleEF	MH	0.06	0.07
tblVehicleEF	MH	6.0610e-003	0.13
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MHD	4.2610e-003	0.02
tblVehicleEF	MHD	1.2290e-003	9.8710e-003
tblVehicleEF	MHD	9.3810e-003	6.6910e-003
tblVehicleEF	MHD	0.46	0.65
tblVehicleEF	MHD	0.17	0.17
tblVehicleEF	MHD	0.97	0.74
tblVehicleEF	MHD	77.33	151.16

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tblVehicleEF	MHD	1,028.73	1,072.59
tblVehicleEF	MHD	9.38	6.71
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.14
tblVehicleEF	MHD	8.6830e-003	4.7960e-003
tblVehicleEF	MHD	0.42	0.79
tblVehicleEF	MHD	1.43	0.61
tblVehicleEF	MHD	1.66	1.24
tblVehicleEF	MHD	2.0900e-004	7.5400e-004
tblVehicleEF	MHD	0.13	0.04
tblVehicleEF	MHD	7.0780e-003	5.7900e-003
tblVehicleEF	MHD	1.2200e-004	8.1000e-005
tblVehicleEF	MHD	2.0000e-004	7.2000e-004
tblVehicleEF	MHD	0.06	0.02
tblVehicleEF	MHD	6.7630e-003	5.5310e-003
tblVehicleEF	MHD	1.1200e-004	7.5000e-005
tblVehicleEF	MHD	3.0000e-004	0.02
tblVehicleEF	MHD	0.02	3.8010e-003
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	1.9400e-004	0.00
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	7.3400e-004	1.3890e-003
tblVehicleEF	MHD	9.8370e-003	0.01
tblVehicleEF	MHD	9.3000e-005	6.6000e-005
tblVehicleEF	MHD	3.0000e-004	0.02
tblVehicleEF	MHD	0.02	3.8010e-003
tblVehicleEF	MHD	0.03	0.04

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tblVehicleEF	MHD	1.9400e-004	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.05	0.04
tblVehicleEF	OBUS	8.6630e-003	8.4990e-003
tblVehicleEF	OBUS	4.2740e-003	9.6200e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.55	0.53
tblVehicleEF	OBUS	0.45	0.60
tblVehicleEF	OBUS	2.37	2.58
tblVehicleEF	OBUS	71.40	73.26
tblVehicleEF	OBUS	1,312.44	1,408.48
tblVehicleEF	OBUS	18.77	20.35
tblVehicleEF	OBUS	9.3350e-003	9.7840e-003
tblVehicleEF	OBUS	0.09	0.11
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.29	0.25
tblVehicleEF	OBUS	1.05	1.01
tblVehicleEF	OBUS	0.77	0.69
tblVehicleEF	OBUS	9.8000e-005	2.8000e-004
tblVehicleEF	OBUS	0.13	0.05
tblVehicleEF	OBUS	6.3080e-003	0.02
tblVehicleEF	OBUS	2.1300e-004	1.9100e-004
tblVehicleEF	OBUS	9.3000e-005	2.6800e-004
tblVehicleEF	OBUS	0.06	0.02
tblVehicleEF	OBUS	6.0110e-003	0.02
tblVehicleEF	OBUS	1.9600e-004	1.7500e-004
tblVehicleEF	OBUS	1.5430e-003	0.12
tblVehicleEF	OBUS	0.03	0.02

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tblVehicleEF	OBUS	0.05	0.05
tblVehicleEF	OBUS	7.6900e-004	0.00
tblVehicleEF	OBUS	0.02	0.06
tblVehicleEF	OBUS	0.08	0.14
tblVehicleEF	OBUS	0.11	0.13
tblVehicleEF	OBUS	6.8100e-004	6.9600e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	1.8600e-004	2.0100e-004
tblVehicleEF	OBUS	1.5430e-003	0.12
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.07	0.06
tblVehicleEF	OBUS	7.6900e-004	0.00
tblVehicleEF	OBUS	0.03	0.08
tblVehicleEF	OBUS	0.08	0.14
tblVehicleEF	OBUS	0.12	0.14
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	1.7320e-003	0.11
tblVehicleEF	SBUS	1.4050e-003	3.2720e-003
tblVehicleEF	SBUS	1.41	1.43
tblVehicleEF	SBUS	0.17	0.58
tblVehicleEF	SBUS	0.20	0.43
tblVehicleEF	SBUS	273.69	174.68
tblVehicleEF	SBUS	897.42	955.12
tblVehicleEF	SBUS	1.14	2.66
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	1.2780e-003	3.4240e-003
tblVehicleEF	SBUS	1.74	1.00
tblVehicleEF	SBUS	1.84	1.47

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tblVehicleEF	SBUS	1.82	0.55
tblVehicleEF	SBUS	8.1100e-004	6.2100e-004
tblVehicleEF	SBUS	0.74	0.04
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	8.5420e-003
tblVehicleEF	SBUS	1.9000e-005	3.8000e-005
tblVehicleEF	SBUS	7.7600e-004	5.9300e-004
tblVehicleEF	SBUS	0.32	0.02
tblVehicleEF	SBUS	2.8940e-003	2.6600e-003
tblVehicleEF	SBUS	0.01	8.1550e-003
tblVehicleEF	SBUS	1.7000e-005	3.5000e-005
tblVehicleEF	SBUS	1.2700e-004	0.02
tblVehicleEF	SBUS	1.1990e-003	4.6440e-003
tblVehicleEF	SBUS	0.09	0.14
tblVehicleEF	SBUS	6.3000e-005	0.00
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	2.6610e-003	0.01
tblVehicleEF	SBUS	7.7860e-003	0.02
tblVehicleEF	SBUS	2.5930e-003	1.5490e-003
tblVehicleEF	SBUS	8.5140e-003	8.7710e-003
tblVehicleEF	SBUS	1.1000e-005	2.6000e-005
tblVehicleEF	SBUS	1.2700e-004	0.02
tblVehicleEF	SBUS	1.1990e-003	4.6440e-003
tblVehicleEF	SBUS	0.13	0.25
tblVehicleEF	SBUS	6.3000e-005	0.00
tblVehicleEF	SBUS	0.03	0.15
tblVehicleEF	SBUS	2.6610e-003	0.01
tblVehicleEF	SBUS	8.5240e-003	0.02
tblVehicleEF	UBUS	1.60	0.53

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tblVehicleEF	UBUS	1.4580e-003	0.02
tblVehicleEF	UBUS	12.04	6.12
tblVehicleEF	UBUS	0.21	2.10
tblVehicleEF	UBUS	1,536.63	974.40
tblVehicleEF	UBUS	2.68	17.20
tblVehicleEF	UBUS	0.25	0.13
tblVehicleEF	UBUS	3.5530e-003	0.02
tblVehicleEF	UBUS	0.61	0.19
tblVehicleEF	UBUS	0.02	0.13
tblVehicleEF	UBUS	0.08	0.17
tblVehicleEF	UBUS	0.03	0.07
tblVehicleEF	UBUS	4.6730e-003	3.5650e-003
tblVehicleEF	UBUS	4.6000e-005	1.2700e-004
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	7.1530e-003	0.02
tblVehicleEF	UBUS	4.4630e-003	3.4030e-003
tblVehicleEF	UBUS	4.3000e-005	1.1700e-004
tblVehicleEF	UBUS	3.2600e-004	0.02
tblVehicleEF	UBUS	3.6920e-003	6.3870e-003
tblVehicleEF	UBUS	2.1700e-004	0.00
tblVehicleEF	UBUS	0.02	0.04
tblVehicleEF	UBUS	5.9700e-004	0.02
tblVehicleEF	UBUS	4.9160e-003	0.06
tblVehicleEF	UBUS	9.8390e-003	7.7840e-003
tblVehicleEF	UBUS	2.7000e-005	1.7000e-004
tblVehicleEF	UBUS	3.2600e-004	0.02
tblVehicleEF	UBUS	3.6920e-003	6.3870e-003
tblVehicleEF	UBUS	2.1700e-004	0.00
tblVehicleEF	UBUS	1.63	0.58

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tblVehicleEF	UBUS	5.9700e-004	0.02
tblVehicleEF	UBUS	5.3830e-003	0.07
tblVehicleTrips	ST_TR	42.04	21.70
tblVehicleTrips	SU_TR	20.43	10.55
tblVehicleTrips	WD_TR	44.32	22.88

2.0 Emissions Summary

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	0.4149	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0300e-003
Energy	2.2500e-003	0.0204	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	112.6763	112.6763	0.0151	2.1800e-003	113.7028
Mobile	0.9952	0.5093	4.7700	0.0103	0.9993	6.9300e-003	1.0062	0.2493	6.4700e-003	0.2558	0.0000	951.1282	951.1282	0.0607	0.0501	967.5619
Waste						0.0000	0.0000		0.0000	0.0000	19.4689	0.0000	19.4689	1.1506	0.0000	48.2333
Water						0.0000	0.0000		0.0000	0.0000	2.1465	4.7301	6.8766	0.2212	5.3000e-003	13.9862
Total	**1.4123**	**0.5297**	**4.7891**	**0.0104**	**0.9993**	**8.4900e-003**	**1.0078**	**0.2493**	**8.0300e-003**	**0.2573**	**21.6153**	**1,068.5385**	**1,090.1538**	**1.4476**	**0.0575**	**1,143.4882**

Mitigated Operational

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4149	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0300e-003
Energy	2.2500e-003	0.0204	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	112.6763	112.6763	0.0151	2.1800e-003	113.7028
Mobile	0.9952	0.5093	4.7700	0.0103	0.9993	6.9300e-003	1.0062	0.2493	6.4700e-003	0.2558	0.0000	951.1282	951.1282	0.0607	0.0501	967.5619
Waste						0.0000	0.0000		0.0000	0.0000	19.4689	0.0000	19.4689	1.1506	0.0000	48.2333
Water						0.0000	0.0000		0.0000	0.0000	2.1465	4.7301	6.8766	0.2212	5.3000e-003	13.9862
Total	**1.4123**	**0.5297**	**4.7891**	**0.0104**	**0.9993**	**8.4900e-003**	**1.0078**	**0.2493**	**8.0300e-003**	**0.2573**	**21.6153**	**1,068.5385**	**1,090.1538**	**1.4476**	**0.0575**	**1,143.4882**

	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**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9952	0.5093	4.7700	0.0103	0.9993	6.9300e-003	1.0062	0.2493	6.4700e-003	0.2558	0.0000	951.1282	951.1282	0.0607	0.0501	967.5619

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Unmitigated	0.9952	0.5093	4.7700	0.0103	0.9993	6.9300e-003	1.0062	0.2493	6.4700e-003	0.2558	0.0000	951.1282	951.1282	0.0607	0.0501	967.5619

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	2,089.86	1,982.08	963.64	2,946,966	2,946,966
Parking Lot	0.00	0.00	0.00		
Total	2,089.86	1,982.08	963.64	2,946,966	2,946,966

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
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.506938	0.037324	0.231190	0.143470	0.027941	0.006798	0.009334	0.008576	0.000505	0.000474	0.023826	0.000766	0.002857
Strip Mall	0.506938	0.037324	0.231190	0.143470	0.027941	0.006798	0.009334	0.008576	0.000505	0.000474	0.023826	0.000766	0.002857

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

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	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	90.4493	90.4493	0.0146	1.7700e-003	91.3437
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	90.4493	90.4493	0.0146	1.7700e-003	91.3437
NaturalGas Mitigated	2.2500e-003	0.0204	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2271	22.2271	4.3000e-004	4.1000e-004	22.3592
NaturalGas Unmitigated	2.2500e-003	0.0204	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2271	22.2271	4.3000e-004	4.1000e-004	22.3592

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
Strip Mall	416520	2.2500e-003	0.0204	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2271	22.2271	4.3000e-004	4.1000e-004	22.3592
Total		**2.2500e-003**	**0.0204**	**0.0172**	**1.2000e-004**		**1.5500e-003**	**1.5500e-003**		**1.5500e-003**	**1.5500e-003**	**0.0000**	**22.2271**	**22.2271**	**4.3000e-004**	**4.1000e-004**	**22.3592**

Mitigated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	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
Strip Mall	416520	2.2500e-003	0.0204	0.0172	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2271	22.2271	4.3000e-004	4.1000e-004	22.3592
Total		**2.2500e-003**	**0.0204**	**0.0172**	**1.2000e-004**		**1.5500e-003**	**1.5500e-003**		**1.5500e-003**	**1.5500e-003**	**0.0000**	**22.2271**	**22.2271**	**4.3000e-004**	**4.1000e-004**	**22.3592**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	42236.6	3.9079	6.3000e-004	8.0000e-005	3.9465
Strip Mall	935342	86.5414	0.0140	1.7000e-003	87.3971
Total		**90.4493**	**0.0146**	**1.7800e-003**	**91.3437**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	kWh/yr	MT/yr			
Parking Lot	42236.6	3.9079	6.3000e-004	8.0000e-005	3.9465
Strip Mall	935342	86.5414	0.0140	1.7000e-003	87.3971
Total		**90.4493**	**0.0146**	**1.7800e-003**	**91.3437**

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	0.4149	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0300e-003
Unmitigated	0.4149	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0300e-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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3645					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0300e-003
Total	**0.4149**	**2.0000e-005**	**1.9400e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.7900e-003**	**3.7900e-003**	**1.0000e-005**	**0.0000**	**4.0300e-003**

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	0.0502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3645					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-004	2.0000e-005	1.9400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7900e-003	3.7900e-003	1.0000e-005	0.0000	4.0300e-003
Total	**0.4149**	**2.0000e-005**	**1.9400e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.7900e-003**	**3.7900e-003**	**1.0000e-005**	**0.0000**	**4.0300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.8766	0.2212	5.3000e-003	13.9862
Unmitigated	6.8766	0.2212	5.3000e-003	13.9862

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
Strip Mall	6.76578 / 4.14677	6.8766	0.2212	5.3000e-003	13.9862
Total		**6.8766**	**0.2212**	**5.3000e-003**	**13.9862**

Mitigated

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	6.76578 / 4.14677	6.8766	0.2212	5.3000e-003	13.9862
Total		**6.8766**	**0.2212**	**5.3000e-003**	**13.9862**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.4689	1.1506	0.0000	48.2333
Unmitigated	19.4689	1.1506	0.0000	48.2333

8.2 Waste by Land Use

Unmitigated 789 of 2177

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	95.91	19.4689	1.1506	0.0000	48.2333
Total		**19.4689**	**1.1506**	**0.0000**	**48.2333**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	95.91	19.4689	1.1506	0.0000	48.2333
Total		**19.4689**	**1.1506**	**0.0000**	**48.2333**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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

Attachment 3: EMFAC2021 Calculations

CalEEMod Construction Inputs

Phase	CalEEMod WORKER TRIPS	CalEEMod VENDOR TRIPS	Total Worker Trips	Total Vendor Trips	CalEEMod HAULING TRIPS	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class	*Worker VMT*	*Vendor VMT*	*Hauling VMT*
Demolition	5	0	125	0	1011	10.8	7.3	20	LD_Mix	HDT_Mix	HHDT	1350	0	20220
Site Preparation	3	0	30	0	0	10.8	7.3	20	LD_Mix	HDT_Mix	HHDT	324	0	0
Grading	8	0	80	0	25	10.8	7.3	20	LD_Mix	HDT_Mix	HHDT	864	0	500
Trenching	5	0	300	0	0	10.8	7.3	20	LD_Mix	HDT_Mix	HHDT	3240	0	0
Building Construction	199	39	76018	14898	300	10.8	7.3	7.3	LD_Mix	HDT_Mix	HHDT	820994.4	108755.4	2190
Architectural Coating	40	0	15280	0	0	10.8	7.3	20	LD_Mix	HDT_Mix	HHDT	165024	0	0
Paving	10	0	200	0	228	10.8	7.3	7.3	LD_Mix	HDT_Mix	HHDT	2160	0	1664.4

Number of Days Per Year					
2022	9/5/22	12/31/22	118	84	
2023	1/1/23	12/31/23	365	261	
2024	1/1/24	9/6/24	250	179	
			733	**524**	***Total Workdays***

Phase	Start Date	End Date	Days/Week	Workdays
Demolition	9/5/2022	10/7/2022	5	25
Site Preparation	10/10/2022	10/21/2022	5	10
Grading	10/24/2022	11/4/2022	5	10
Trenching	11/7/2022	1/27/2023	5	60
Building Construction	2/6/2023	7/23/2024	5	382
Architectural Coating	2/6/2023	7/23/2024	5	382
Paving	8/12/2024	9/6/2024	5	20

Summary of Construction Traffic Emissions (EMFAC2021)

Pollutants YEAR	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	NBio- CO2	CH4	N2O	CO2e
	Tons										*Metric Tons*			
Criteria Pollutants														
2022	0.0269	0.0859	0.2811	0.0009	0.0598	0.0059	0.0657	0.0090	0.0024	0.0114	84.3381	0.0040	0.0067	86.4446
2023	0.0778	0.2266	0.8086	0.0027	0.1850	0.0180	0.2031	0.0278	0.0072	0.0351	256.3021	0.0121	0.0203	262.6475
2024	0.0502	0.1465	0.5164	0.0018	0.1267	0.0123	0.1390	0.0191	0.0049	0.0239	172.3295	0.0079	0.0135	176.5604
Toxic Air Contaminants (0.5 Mile Trip Length)														
2022	0.0230	0.0238	0.0934	0.0001	0.0029	0.0004	0.0032	0.0004	0.0002	0.0006	6.9512	0.0019	0.0011	7.3397
2023	0.0677	0.0700	0.2726	0.0002	0.0089	0.0011	0.0100	0.0013	0.0005	0.0019	21.0505	0.0056	0.0035	22.2192
2024	0.0441	0.0468	0.1758	0.0001	0.0061	0.0007	0.0068	0.0009	0.0003	0.0013	14.1459	0.0037	0.0023	14.9235

CalEEMod EMFAC2021 Emission Factors Input

Year 2025

Season	EmissionType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
A	CH4_IDLEX	0	0	0	0	0.004971	0.0028	0.014738	0.226131949	0.008847	0	0	0.074477	0
A	CH4_RUNEX	0.001897	0.005426	0.002509	0.003661	0.007863	0.00707	0.010172	0.113806729	0.012841	0.28301329	0.173055	0.11835	0.009771
A	CH4_STREX	0.065498	0.1071	0.080225	0.10029	0.020635	0.010758	0.00883	6.64529E-08	0.028151	0.02718047	0.193703	0.00289	0.025158
A	CO_IDLEX	0	0	0	0	0.185733	0.133368	0.690723	5.170739837	0.495612	0	0	1.318735	0
A	CO_RUNEX	0.616496	1.265858	0.753221	0.913722	0.831096	0.555159	0.342009	0.756885729	1.0826	3.339692666	13.68942	0.641411	0.847606
A	CO_STREX	2.951499	5.322241	3.517758	3.90001	1.97181	1.044436	1.079897	0.000586063	3.174922	2.223834056	8.268265	0.395158	2.216556
A	CO2_NBIO_IDLEX	0	0	0	0	8.868894	14.19441	166.8791	816.2901664	67.21688	0	0	181.0007	0
A	CO2_NBIO_RUNEX	249.5715	325.409	335.8789	410.0734	767.4324	816.8069	1212.915	1585.336155	1583.117	1281.301183	189.6837	1030.326	1667.507
A	CO2_NBIO_STREX	64.981	86.37183	85.86557	104.2569	16.34365	8.602508	8.436886	0.009065541	24.03398	21.04441296	50.92332	2.46577	21.33098
A	NOX_IDLEX	0	0	0	0	0.059928	0.102686	0.942324	4.088131384	0.254222	0	0	1.197535	0
A	NOX_RUNEX	0.03512	0.113156	0.058783	0.096703	0.793173	0.930584	1.086827	1.802912961	1.150825	0.294440192	0.606376	2.084624	1.611288
A	NOX_STREX	0.236565	0.389114	0.31724	0.418717	0.405823	0.213714	1.417642	2.73257421	0.704211	0.223454083	0.148458	0.539012	0.298377
A	PM10_IDLEX	0	0	0	0	0.000801	0.001462	0.00206	0.002206	0.000282	0	0	0.000891	0
A	PM10_PMBW	0.007032	0.008901	0.008526	0.008732	0.077658	0.090584	0.045088	0.081427856	0.050157	0.116156591	0.012	0.044797	0.044943
A	PM10_PMTW	0.008	0.008	0.008	0.008	0.009605	0.01081	0.012	0.035189579	0.012	0.030497955	0.004	0.010823	0.013289
A	PM10_RUNEX	0.001157	0.001777	0.001291	0.001366	0.01758	0.025999	0.012198	0.025536725	0.018265	0.005206531	0.001922	0.011242	0.035052
A	PM10_STREX	0.00194	0.002897	0.002071	0.002125	0.00019	8.17E-05	0.000106	3.00384E-07	0.000214	0.000151398	0.003517	3.34E-05	0.000257
A	PM25_IDLEX	0	0	0	0	0.000767	0.001399	0.001971	0.002104564	0.00027	0	0	0.000851	0
A	PM25_PMBW	0.002461	0.003115	0.002984	0.003056	0.02718	0.031704	0.015781	0.02849975	0.017555	0.040654807	0.0042	0.015679	0.01573
A	PM25_PMTW	0.002	0.002	0.002	0.002	0.002401	0.002703	0.003	0.008797395	0.003	0.007624489	0.001	0.002706	0.003322
A	PM25_RUNEX	0.001065	0.001635	0.001187	0.00126	0.016784	0.024859	0.011662	0.024428895	0.017455	0.004972732	0.001799	0.010739	0.033496
A	PM25_STREX	0.001784	0.002664	0.001904	0.001953	0.000175	7.51E-05	9.77E-05	2.76192E-07	0.000197	0.000139205	0.003309	3.07E-05	0.000236
A	ROG_DIURN	0.298427	0.631248	0.294814	0.387241	0.115401	0.058408	0.026894	7.17685E-05	0.122594	0.041479247	4.339573	0.012198	29.31096
A	ROG_HTSK	0.087375	0.174803	0.082403	0.102249	0.02955	0.014759	0.006657	2.17405E-05	0.028226	0.01467542	3.595139	0.003476	7.553817
A	ROG_IDLEX	0	0	0	0	0.020768	0.014991	0.026598	0.328312289	0.045843	0	0	0.133136	0
A	ROG_RESTL	0	0	0	0	0	0	0	0	0	0	0	0	0
A	ROG_RUNEX	0.007152	0.02374	0.009566	0.015287	0.096678	0.124765	0.036304	0.018064734	0.083841	0.053439664	1.151119	0.040502	0.072795
A	ROG_RUNLS	0.226942	0.498164	0.222296	0.297187	0.163553	0.08006	0.054771	0.000194883	0.137265	0.03049981	3.831331	0.00807	0.176103
A	ROG_STREX	0.29945	0.548141	0.365089	0.496153	0.101475	0.052537	0.049291	3.60649E-07	0.150722	0.113432528	1.449272	0.01579	0.103153
A	SO2_IDLEX	0	0	0	0	8.61E-05	0.000136	0.001548	0.007133178	0.00064	0	0	0.001614	0
A	SO2_RUNEX	0.002467	0.003217	0.00332	0.004051	0.007482	0.007855	0.011504	0.01434851	0.01536	0.011432119	0.001875	0.009453	0.016342
A	SO2_STREX	0.000642	0.000854	0.000849	0.001031	0.000162	8.5E-05	8.34E-05	8.96221E-08	0.000238	0.000208045	0.000503	2.44E-05	0.000211
A	TOG_DIURN	0.298427	0.631248	0.294814	0.387241	0.115401	0.058408	0.026894	7.17685E-05	0.122594	0.041479247	0.107319	0.012198	29.31096
A	TOG_HTSK	0.087375	0.174803	0.082403	0.102249	0.02955	0.014759	0.006657	2.17405E-05	0.028226	0.01467542	3.595139	0.003476	7.553817
A	TOG_IDLEX	0	0	0	0	0.029288	0.020023	0.04487	0.585695274	0.061933	0	0	0.235899	0
A	TOG_RESTL	0	0	0	0	0	0	0	0	0	0	0	0	0
A	TOG_RUNEX	0.010418	0.034626	0.013943	0.022246	0.116867	0.144438	0.051586	0.134136523	0.111482	0.34286207	1.375782	0.164035	0.093345
A	TOG_RUNLS	0.226942	0.498164	0.222296	0.297187	0.163553	0.08006	0.054771	0.000194883	0.137265	0.03049981	3.831331	0.00807	0.176103
A	TOG_STREX	0.32786	0.600145	0.399727	0.543225	0.111102	0.057521	0.053968	3.94865E-07	0.165021	0.12419434	1.575339	0.017288	0.11294
A	N2O_IDLEX	0	0	0	0	0.00073	0.001811	0.025764	0.13152428	0.008545	0	0	0.025574	0
A	N2O_RUNEX	0.004097	0.008695	0.005642	0.008422	0.045676	0.086983	0.155641	0.253003201	0.114849	0.16763728	0.041113	0.132906	0.070297
A	N2O_STREX	0.030639	0.039567	0.036732	0.040567	0.032686	0.017033	0.00597	4.46646E-06	0.023618	0.022026217	0.008632	0.00302	0.03205

CalEEMod EMFAC2021 Fleet Mix Input

Year 2025

FleetMixLandUseSubType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.508087	0.043691	0.221929	0.144147	0.02889	0.006646	0.008853	0.007902	0.000528	0.000481	0.02473	0.000735	0.003381
Parking Lot	0.508087	0.043691	0.221929	0.144147	0.02889	0.006646	0.008853	0.007902	0.000528	0.000481	0.02473	0.000735	0.003381

CalEEMod EMFAC2021 Fleet Mix Input

Year 2025

FleetMixLandUseSubType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.508087	0.043691	0.221929	0.144147	0.02889	0.006646	0.008853	0.007902	0.000528	0.000481	0.02473	0.000735	0.003381
Strip Mall	0.508087	0.043691	0.221929	0.144147	0.02889	0.006646	0.008853	0.007902	0.000528	0.000481	0.02473	0.000735	0.003381

CalEEMod EMFAC2021 Emission Factors Input

Year 2030

Season	EmissionType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
A	CH4_IDLEX	0	0	0	0	0.00432	0.002411	0.016723	0.19806439	0.008499	0	0	0.078426	0
A	CH4_RUNEX	0.001269	0.003215	0.001823	0.002375	0.004846	0.00499	0.009871	0.085930677	0.00962	0.528934697	0.152999	0.108841	0.006346
A	CH4_STREX	0.049071	0.078386	0.062985	0.072967	0.016634	0.008424	0.006691	3.79633E-08	0.023456	0.015552985	0.171769	0.003272	0.02256
A	CO_IDLEX	0	0	0	0	0.177499	0.130291	0.650118	4.996409447	0.532116	0	0	1.430616	0
A	CO_RUNEX	0.483212	0.875611	0.615507	0.695479	0.592818	0.409627	0.169892	0.627484616	0.601647	6.115246992	11.88386	0.578117	0.399217
A	CO_STREX	2.25275	3.792488	2.812187	3.015597	1.94107	1.004088	0.739312	0.000749481	2.57622	2.095930368	8.104801	0.425425	1.862289
A	CO2_NBIO_IDLEX	0	0	0	0	8.137989	13.79624	151.1621	721.7275863	73.25638	0	0	174.6771	0
A	CO2_NBIO_RUNEX	223.5805	299.5006	306.6675	371.7116	680.4097	727.533	1072.592	1397.657851	1408.484	974.4008593	187.1794	955.1228	1644.804
A	CO2_NBIO_STREX	57.83647	78.05279	77.74293	93.78582	15.32242	7.880828	6.714274	0.006282207	20.34927	17.20478362	46.10225	2.661698	19.63022
A	NOX_IDLEX	0	0	0	0	0.047754	0.088206	0.785044	3.827513309	0.25434	0	0	1.000253	0
A	NOX_RUNEX	0.023791	0.065551	0.038855	0.056595	0.45735	0.602149	0.614885	1.466575726	1.005161	0.194519657	0.543222	1.468109	1.45161
A	NOX_STREX	0.191089	0.298017	0.253957	0.301685	0.33247	0.173805	1.241086	2.598999224	0.689746	0.131897175	0.120393	0.549088	0.306744
A	PM10_IDLEX	0	0	0	0	0.000753	0.00151	0.000754	0.001783671	0.00028	0	0	0.000621	0
A	PM10_PMBW	0.006934	0.008825	0.008496	0.008634	0.074897	0.087381	0.043113	0.082336347	0.050072	0.172250456	0.012	0.043801	0.044937
A	PM10_PMTW	0.008	0.008	0.008	0.008	0.009474	0.010644	0.012	0.035204165	0.012	0.068842924	0.004	0.010639	0.013393
A	PM10_RUNEX	0.00085	0.001275	0.000996	0.001028	0.012409	0.020167	0.00579	0.023730084	0.018347	0.003565311	0.001975	0.008542	0.030025
A	PM10_STREX	0.001542	0.002219	0.001682	0.001701	0.000136	5.28E-05	8.13E-05	8.25148E-08	0.000191	0.000127195	0.003379	3.79E-05	0.000216
A	PM25_IDLEX	0	0	0	0	0.00072	0.001445	0.00072	0.001699869	0.000268	0	0	0.000593	0
A	PM25_PMBW	0.002427	0.003089	0.002974	0.003022	0.026214	0.030583	0.015089	0.028817722	0.017525	0.06028766	0.0042	0.01533	0.015728
A	PM25_PMTW	0.002	0.002	0.002	0.002	0.002369	0.002661	0.003	0.008801041	0.003	0.017210731	0.001	0.00266	0.003348
A	PM25_RUNEX	0.000782	0.001172	0.000916	0.000947	0.011842	0.019282	0.005531	0.022700571	0.017534	0.003402953	0.001845	0.008155	0.028692
A	PM25_STREX	0.001418	0.00204	0.001547	0.001564	0.000125	4.85E-05	7.47E-05	7.58693E-08	0.000175	0.000116951	0.003167	3.49E-05	0.000198
A	ROG_DIURN	0.258266	0.537425	0.263181	0.334515	0.093512	0.048114	0.016574	1.47531E-05	0.124296	0.021055717	4.216616	0.019281	22.11954
A	ROG_HTSK	0.06884	0.13883	0.06775	0.082479	0.022551	0.011025	0.003801	4.66784E-06	0.024785	0.006386715	3.593625	0.004644	5.27339
A	ROG_IDLEX	0	0	0	0	0.017876	0.01351	0.021477	0.312223588	0.046283	0	0	0.144663	0
A	ROG_RESTL	0	0	0	0	0	0	0	0	0	0	0	0	0
A	ROG_RUNEX	0.004381	0.013344	0.006493	0.009272	0.064233	0.094597	0.016319	0.014454875	0.06264	0.04094072	0.975931	0.033117	0.055982
A	ROG_RUNLS	0.195987	0.409399	0.198272	0.252823	0.132651	0.06452	0.032702	4.1535E-05	0.138552	0.024087754	3.868698	0.01316	0.127634
A	ROG_STREX	0.214831	0.380051	0.274777	0.340311	0.079383	0.039727	0.034862	2.05693E-07	0.125335	0.062116408	1.260607	0.017795	0.087945
A	SO2_IDLEX	0	0	0	0	7.9E-05	0.000132	0.001389	0.006244852	0.000696	0	0	0.001549	0
A	SO2_RUNEX	0.00221	0.002961	0.003031	0.003673	0.006632	0.006992	0.01015	0.012608465	0.013615	0.007783586	0.00185	0.008771	0.016106
A	SO2_STREX	0.000572	0.000772	0.000769	0.000927	0.000151	7.79E-05	6.64E-05	6.2106E-08	0.000201	0.000170087	0.000456	2.63E-05	0.000194
A	TOG_DIURN	0.258266	0.537425	0.263181	0.334515	0.093512	0.048114	0.016574	1.47531E-05	0.124296	0.021055717	0.100466	0.019281	22.11954
A	TOG_HTSK	0.06884	0.13883	0.06775	0.082479	0.022551	0.011025	0.003801	4.66784E-06	0.024785	0.006386715	3.593625	0.004644	5.27339
A	TOG_IDLEX	0	0	0	0	0.025116	0.01781	0.041068	0.539920975	0.061707	0	0	0.253924	0
A	TOG_RESTL	0	0	0	0	0	0	0	0	0	0	0	0	0
A	TOG_RUNEX	0.006386	0.019471	0.00946	0.013491	0.076571	0.108672	0.02836	0.102161238	0.081398	0.57631496	1.185932	0.146359	0.068832
A	TOG_RUNLS	0.195987	0.409399	0.198272	0.252823	0.132651	0.06452	0.032702	4.1535E-05	0.138552	0.024087754	3.868698	0.01316	0.127634
A	TOG_STREX	0.235213	0.416108	0.300846	0.372597	0.086915	0.043496	0.03817	2.25208E-07	0.137226	0.068009648	1.370939	0.019484	0.096289
A	N2O_IDLEX	0	0	0	0	0.000666	0.001782	0.023452	0.116591061	0.009784	0	0	0.024228	0
A	N2O_RUNEX	0.003278	0.00595	0.004495	0.006043	0.039497	0.078457	0.136072	0.223239373	0.111663	0.129598758	0.038433	0.118461	0.070782
A	N2O_STREX	0.026715	0.034562	0.032886	0.034575	0.02854	0.014647	0.004796	2.14598E-08	0.019629	0.015328737	0.007191	0.003424	0.033982

CalEEMod EMFAC2021 Fleet Mix Input

Year 2030

FleetMixLandUseSubType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.506938	0.037324	0.23119	0.14347	0.027941	0.006798	0.009334	0.008576	0.000505	0.000474	0.023826	0.000766	0.002857
Parking Lot	0.506938	0.037324	0.23119	0.14347	0.027941	0.006798	0.009334	0.008576	0.000505	0.000474	0.023826	0.000766	0.002857

CalEEMod EMFAC2021 Fleet Mix Input

Year 2030

FleetMixLandUseSubType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.506938	0.037324	0.23119	0.14347	0.027941	0.006798	0.009334	0.008576	0.000505	0.000474	0.023826	0.000766	0.002857
Strip Mall	0.506938	0.037324	0.23119	0.14347	0.027941	0.006798	0.009334	0.008576	0.000505	0.000474	0.023826	0.000766	0.002857

Source: EMFAC2021 (v1.0.1) E
Region Type: County
Region: Contra Costa
Calendar Year: 2022
Season: Annual
Vehicle Classification: EMFAC2021 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Con	NOx_RUNEX	NOx_IDLEX	NOx_STREX	PM2.5_RU	PM2.5_IDL	PM2.5_STR	PM2.5_PM	PM10_RUN	PM10_IDLE	PM10_STR	PM10_PM	CO2_RUNE	CO2_IDLEX	CO2_STREX	CH4_RUNE	CH4_IDLEX	CH4_STREX	N2O_RUNE	N2O_IDLEX	N2O_STREX	ROG_RUNI	ROG_IDLEX	ROG_STREX	ROG_HOTS	ROG_RUNI	ROG_DIUR	TOG_RUNE	TOG_IDLEX	TOG_STREX	TOG_HOTS	TOG_RUNI	TOG_DIUR	NH3_RUNE	CO_RUNEX	CO_IDLEX	CO_STREX	SOx_RUNE	SOx_IDLEX	SOx_STREX
Contra Cos	2022	HHDT	Aggregate	Aggregate	Gasoline	0.94961	42.91313	42.91313	0	18.99979	0	14.74367	0	1.953097	0.004692	0	0.001847	0.005	0.03489	0.005103	0	0.002008	0.02	0.099684	2292.395	0	50.27516	0.317009	0	0.000333	0.340682	0	0.035927	1.970537	0	0.001807	0.155406	1.39326	10.2595	2.875403	0	0.001979	0.155406	1.39326	10.2595	0.040632	80.51082	0	1.460234	0.022663	0	0.000497
Contra Cos	2022	HHDT	Aggregate	Aggregate	Diesel	4876.64	5854118.4	5854118.4	0	71120.8	0	2.493344	67.9396	2.510732	0.027875	0.03664	0	0.008786	0.028067	0.029136	0.038297	0	0.035143	0.080192	1674.33	12669.18	0	0.001514	0.236515	0	0.000333	0.263791	1.996034	0	0.032588	5.092094	0	0	0	0.037098	5.796961	0	0	0	0.202964	0.129334	70.16742	0	0.015855	0.11997	0
Contra Cos	2022	HHDT	Aggregate	Aggregate	Natural Ga	385.4563	27747.23	27747.23	0	3379.215	0	1.21098	13.4563	0	0.001622	0.02165	0	0.009	0.048167	0.001764	0.023547	0	0.036	0.137621	1421.445	10306.62	0	2.643113	36.01867	0	0.289771	2.101071	0	0.053054	0.544258	0	0	0	2.71491	36.79345	0	0	0	0.845753	14.80898	72.16616	0	0	0	0
Contra Cos	2022	LDA	Aggregate	Aggregate	Gasoline	342251.9	12704199	12704199	0	1582160	0	0.053811	0	0.299062	0.001252	0	0.002102	0.002	0.002577	0.001362	0	0.002286	0.008	0.007364	288.2671	0	73.99093	0.002872	0	0.084048	0.005406	0	0.035763	0.011437	0	0.399907	0.104882	0.268505	1.608905	0.016685	0	0.437846	0.104882	0.268505	1.608905	0.032629	0.826815	0	3.831512	0.00285	0	0.000731
Contra Cos	2022	LDA	Aggregate	Aggregate	Diesel	1556.091	46980.83	46980.83	0	6671.794	0	0.248885	0	0	0.016925	0	0	0.002	0.002609	0.017691	0	0	0.008	0.007453	238.6119	0	0	0.001314	0	0	0.037593	0	0	0.028287	0	0	0	0	0	0.032203	0	0	0	0	0.0031	0.334128	0	0	0.002261	0	0
Contra Cos	2022	LDA	Aggregate	Aggregate	Electricity	14864.66	645474.7	0	645474.7	74237.19	249206.5	0	0	0	0	0	0	0.002	0.001529	0	0	0	0.008	0.00437	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2022	LDA	Aggregate	Aggregate	Plug-in Hyb	7196.971	332010.2	172871.5	159138.7	29759.48	48064.63	0.003345	0	0.116031	0.000707	0	0.002254	0.002	0.001343	0.000769	0	0.002452	0.008	0.003836	142.3669	0	67.27533	0.000451	0	0.043173	0.000615	0	0.02132	0.001415	0	0.174307	0.040893	0.035537	0.452532	0.002065	0	0.190845	0.040893	0.035537	0.452532	0.019655	0.217933	0	1.351845	0.001407	0	0.000665
Contra Cos	2022	LDT1	Aggregate	Aggregate	Gasoline	34814.39	1206518	1206518	0	153809	0	0.157631	0	0.460779	0.001905	0	0.003131	0.002	0.003116	0.002072	0	0.003405	0.008	0.008902	340.4737	0	91.89263	0.007577	0	0.129243	0.011124	0	0.043016	0.033984	0	0.684193	0.19932	0.588022	3.171783	0.049564	0	0.749102	0.19932	0.588022	3.171783	0.035178	1.633734	0	6.590588	0.003366	0	0.000908
Contra Cos	2022	LDT1	Aggregate	Aggregate	Diesel	20.69714	267.2283	267.2283	0	62.24244	0	1.575354	0	0	0.219668	0	0	0.002	0.003572	0.2296	0	0	0.008	0.010206	416.2118	0	0	0.01415	0	0	0.065574	0	0	0.304639	0	0	0	0	0	0.346812	0	0	0	0	0.0031	1.903133	0	0	0.003944	0	0
Contra Cos	2022	LDT1	Aggregate	Aggregate	Electricity	59.99006	2170.551	0	2170.551	282.6663	838.0119	0	0	0	0	0	0	0.002	0.00154	0	0	0	0.008	0.004399	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2022	LDT1	Aggregate	Aggregate	Plug-in Hyb	12.39529	658.3717	315.6759	342.6959	51.25454	103.5044	0.00308	0	0.116031	0.000423	0	0.001483	0.002	0.001353	0.00046	0	0.001613	0.008	0.003864	131.1014	0	73.5389	0.000418	0	0.043493	0.000574	0	0.021619	0.001303	0	0.174307	0.025323	0.023242	0.300853	0.001902	0	0.190845	0.025323	0.023242	0.300853	0.020138	0.200688	0	1.351845	0.001296	0	0.000727
Contra Cos	2022	LDT2	Aggregate	Aggregate	Gasoline	152545.3	6089113	6089113	0	712346.6	0	0.084112	0	0.39352	0.00129	0	0.002053	0.002	0.003002	0.001403	0	0.002233	0.008	0.008578	359.6852	0	92.65589	0.003304	0	0.095303	0.006848	0	0.041211	0.013134	0	0.448579	0.091113	0.236598	1.452298	0.019161	0	0.491137	0.091113	0.236598	1.452298	0.034138	0.925398	0	4.226119	0.003556	0	0.000916
Contra Cos	2022	LDT2	Aggregate	Aggregate	Diesel	617.4094	26019.32	26019.32	0	2945.699	0	0.057247	0	0	0.005792	0	0	0.002	0.002979	0.006054	0	0	0.008	0.008511	327.3135	0	0	0.000645	0	0	0.051568	0	0	0.013884	0	0	0	0	0	0.015807	0	0	0	0	0.0031	0.133018	0	0	0.003101	0	0
Contra Cos	2022	LDT2	Aggregate	Aggregate	Electricity	321.1387	11813.65	0	11813.65	1653.634	4561.044	0	0	0	0	0	0	0.002	0.001524	0	0	0	0.008	0.004353	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2022	LDT2	Aggregate	Aggregate	Plug-in Hyb	642.6868	33021.02	15417.76	16603.26	2657.51	5014.68	0.003194	0	0.116031	0.000569	0	0.001922	0.002	0.001348	0.000618	0	0.002091	0.008	0.00385	135.9441	0	80.00076	0.000433	0	0.04351	0.000596	0	0.021634	0.001352	0	0.174307	0.027109	0.02555	0.333195	0.001972	0	0.190845	0.027109	0.02555	0.333195	0.02081	0.208101	0	1.351845	0.001344	0	0.000791
Contra Cos	2022	LHDT1	Aggregate	Aggregate	Gasoline	12752.81	469718.4	469718.4	0	189997.8	0	0.22613	0.039069	0.695889	0.001629	0	0.000339	0.002	0.0273	0.001772	0	0.000368	0.008	0.078	917.1213	121.811	25.92854	0.009936	0.120321	0.036425	0.012722	0.003091	0.053787	0.048979	0.447571	0.18222	0.052729	0.280313	2.912185	0.07147	0.653094	0.199508	0.052729	0.280313	2.912185	0.0449	1.216454	3.751729	3.013961	0.009067	0.001204	0.000256
Contra Cos	2022	LHDT1	Aggregate	Aggregate	Diesel	8526.488	320734.9	320734.9	0	107252.5	0	2.283715	2.250049	0	0.047248	0.026941	0	0.003	0.0273	0.049384	0.028159	0	0.012	0.078	643.2706	136.1358	0	0.010237	0.005098	0	0.101348	0.021448	0	0.220404	0.10976	0	0	0	0.250915	0.124954	0	0	0	0.148887	0.639869	0.909745	0	0.006095	0.00129	0
Contra Cos	2022	LHDT2	Aggregate	Aggregate	Gasoline	1468.157	53325.84	53325.84	0	21873.35	0	0.214134	0.038731	0.686665	0.001482	0	0.000286	0.002	0.03185	0.001612	0	0.000311	0.008	0.091	1027.388	140.6162	25.99998	0.008371	0.119767	0.035809	0.012513	0.003057	0.052931	0.03996	0.443934	0.178478	0.049455	0.258222	2.734156	0.05831	0.647787	0.195411	0.049455	0.258222	2.734156	0.044963	1.066983	3.757785	3.04973	0.010157	0.00139	0.000257
Contra Cos	2022	LHDT2	Aggregate	Aggregate	Diesel	3184.049	125312.6	125312.6	0	40051.33	0	1.633652	2.181886	0	0.040204	0.026563	0	0.003	0.03185	0.042022	0.027764	0	0.012	0.091	781.1079	216.6256	0	0.008832	0.005098	0	0.123064	0.034129	0	0.190148	0.10976	0	0	0	0.216471	0.124954	0	0	0	0.169353	0.505942	0.909745	0	0.007401	0.002053	0
Contra Cos	2022	MCY	Aggregate	Aggregate	Gasoline	18165.83	103207.3	103207.3	0	36331.67	0	0.660027	0	0.168352	0.001795	0	0.003661	0.001	0.0042	0.001913	0	0.003879	0.004	0.012	191.8303	0	54.38043	0.190246	0	0.209387	0.043406	0	0.009662	1.301017	0	1.583907	3.593247	3.785188	4.344139	1.537958	0	1.721205	3.593247	3.785188	4.344139	0.008574	15.24331	0	8.405171	0.001896	0	0.000538
Contra Cos	2022	MDV	Aggregate	Aggregate	Gasoline	101727.3	3770749	3770749	0	466583.5	0	0.146028	0	0.554511	0.001368	0	0.002266	0.002	0.003092	0.001488	0	0.002464	0.008	0.008834	439.7977	0	114.022	0.005281	0	0.127336	0.01009	0	0.047754	0.022853	0	0.656623	0.114591	0.317061	1.86037	0.033295	0	0.718914	0.114591	0.317061	1.86037	0.033911	1.205931	0	4.903732	0.004348	0	0.001127
Contra Cos	2022	MDV	Aggregate	Aggregate	Diesel	1626.04	66029.63	66029.63	0	7730.283	0	0.074919	0	0	0.006226	0	0	0.002	0.00303	0.006507	0	0	0.008	0.008658	426.0378	0	0	0.000591	0	0	0.067122	0	0	0.012717	0	0	0	0	0	0.014477	0	0	0	0	0.0031	0.208489	0	0	0.004037	0	0
Contra Cos	2022	MDV	Aggregate	Aggregate	Electricity	313.2678	11548.52	0	11548.52	1614.349	4458.681	0	0	0	0	0	0	0.002	0.001523	0	0	0	0.008	0.004351	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2022	MDV	Aggregate	Aggregate	Plug-in Hyb	467.0708	22259.21	11487.57	10771.64	1931.338	3253.356	0.003315	0	0.116031	0.000755	0	0.002462	0.002	0.001344	0.000821	0	0.002678	0.008	0.003839	141.1093	0	100.3501	0.000448	0	0.04331	0.000613	0	0.021448	0.001403	0	0.174307	0.031316	0.030596	0.389375	0.002047	0	0.190845	0.031316	0.030596	0.389375	0.021675	0.216008	0	1.351845	0.001395	0	0.000992
Contra Cos	2022	MH	Aggregate	Aggregate	Gasoline	1942.03	17478.98	17478.98	0	194.2807	0	0.453601	0	0.412079	0.001627	0	0.000392	0.003	0.015756	0.00177	0	0.000426	0.012	0.045017	1947.658	0	31.71891	0.01643	0	0.038004	0.027293	0	0.042862	0.072529	0	0.161592	12.55027	0.28362	4.519886	0.105834	0	0.176923	12.55027	0.28362	4.519886	0.044764	1.769688	0	3.535096	0.019255	0	0.000314
Contra Cos	2022	MH	Aggregate	Aggregate	Diesel	774.8975	7470.596	7470.596	0	77.48975	0	4.604312	0	0	0.113463	0	0	0.004	0.015675	0.118594	0	0	0.016	0.044785	1079.511	0	0	0.006003	0	0	0.170077	0	0	0.12924	0	0	0	0	0	0.147131	0	0	0	0	0.135248	0.44008	0	0	0.010229	0	0
Contra Cos	2022	MHDT	Aggregate	Aggregate	Gasoline	760.2326	36884	36884	0	15210.73	0	0.806331	0.087783	0.485924	0.001466	0	0.000623	0.003	0.015756	0.001594	0	0.000677	0.012	0.045017	1831.306	546.0915	49.29618	0.026142	0.245454	0.054062	0.03564	0.006519	0.032229	0.133548	1.002233	0.315814	0.047607	0.391233	3.731908	0.194873	1.462455	0.345777	0.047607	0.391233	3.731908	0.044936	2.854324	14.9948	6.980582	0.018104	0.005399	0.000487
Contra Cos	2022	MHDT	Aggregate	Aggregate	Diesel	5416.221	227901.7	227901.7	0	62339.09	0	1.888986	16.38051	1.475298	0.022611	0.049656	0	0.003	0.015873	0.023634	0.051901	0	0.012	0.045352	1155.385	2377.452	0	0.002656	0.014427	0	0.182031	0.374569	0	0.057192	0.310604	0	0	0	0.065108	0.353599	0	0	0	0.192946	0.180381	7.301481	0	0.010941	0.022513	0
Contra Cos	2022	MHDT	Aggregate	Aggregate	Natural Ga	47.18583	2180.673	2180.673	0	450.673	0	0.160254	6.392933	0	0.001006	0.01613	0	0.003	0.015956	0.001094	0.017543	0	0.012	0.045588	993.2547	5164.018	0	0.710501	17.64838	0	0.202481	1.052719	0	0.010152	0.25216	0	0	0	0.725119	18.01146	0	0	0	1.06	2.955167	30.39041	0	0	0	0
Contra Cos	2022	OBUS	Aggregate	Aggregate	Gasoline	269.9172	12629.34	12629.34	0	5400.503	0	0.725624	0.065135	0.443584	0.000791	0	0.000246	0.003	0.01568	0.000861	0	0.000268	0.012	0.044799	1815.385	386.0883	32.73981	0.020364	0.193175	0.039153	0.033419	0.005038	0.031628	0.099726	0.747331	0.210061	0.034718	0.146788	2.645509	0.145521	1.090503	0.229991	0.034718	0.146788	2.645509	0.044945	2.257227	5.781094	4.38875	0.017947	0.003817	0.000324
Contra Cos	2022	OBUS	Aggregate	Aggregate	Diesel	128.6037	9060.968	9060.968	0	1493.98	0	2.586783	14.48077	1.332791	0.042392	0.015486	0	0.003	0.020104	0.044309	0.016186	0	0.012	0.057439	1423.944	2619.111	0	0.005689	0.039252	0	0.224343	0.412642	0	0.122475	0.845094	0	0	0	0.139428	0.962075	0	0	0	0.185497	0.343718	12.18888	0	0.013484	0.024801	0
Contra Cos	2022	OBUS	Aggregate	Aggregate	Natural Ga	1.733087	87.73898	87.73898	0	15.42448	0	0.273944	1.566987	0	0.000662	0.003194	0	0.003	0.016148	0.00072	0.003474	0	0.012	0.046137	1080.03	1234.392	0	0.744029	4.602018	0	0.220171	0.251639	0	0.010631	0.065754	0	0	0	0.759336	4.696697	0	0	0	1.06	3.131021	5.762647	0	0	0	0
Contra Cos	2022	SBUS	Aggregate	Aggregate	Gasoline	69.53403	3727.158	3727.158	0	278.1361	0	0.231746	0.925612	0.638702	0.001042	0	0.00069	0.002	0.015721	0.001134	0	0.00075	0.008	0.044917	796.2228	2550.006	55.01595	0.005745	2.509928	0.063243	0.01659	0.093322	0.063633	0.026807	10.62747	0.347244	0.067738	0.147346	0.857374	0.039117	15.50758	0.380189	0.067738	0.147346	0.857374	0.045	0.639846	82.15693	8.977528	0.007871	0.025209	0.000544
Contra Cos	2022	SBUS	Aggregate	Aggregate	Diesel	421.0702	10044.5	10044.5	0	6097.096	0	3.28034	19.55857	0.535727	0.016684	0.015092	0	0.003	0.015721	0.017439	0.015774	0	0.012	0.044917	1141.29	2259.034	0	0.002341	0.007942	0	0.179811	0.355912	0	0.050406	0.170997	0	0	0	0.057383	0.194667	0	0	0	0.152457	0.159412	4.935042	0	0.010807	0.021392	0
Contra Cos	2022	SBUS	Aggregate	Aggregate	Natural Ga	18.73398	473.0373	473.0373	0	271.1233	0	0.635122	5.314184	0	0.003378	0.010325	0	0.003	0.015721	0.003674	0.011229	0	0.012	0.044917	1304.685	4068.974	0	3.623373	15.79112	0	0.265969	0.829487	0	0.051171	0.225624	0	0	0	3.697918	16.116	0	0	0	1.06	12.5276	18.41885	0	0	0	0
Contra Cos	2022	UBUS	Aggregate	Aggregate	Gasoline	101.8023	5556.009	5556.009	0	407.2093	0	0.130612	0	0.704431	0.001127	0	0.000473	0.002	0.002504	0.035199	0.001225	0	0.000514	0.010015	0.10057	1389.806	0	71.62326	0.003009	0	0.08404	0.013003	0	0.07271	0.009605	0	0.347336	0.037173	0.092604	0.48552	0.014016	0	0.380289	0.037173	0.092604	0.48552	0.045	0.425889	0	7.679693	0.01374	0	0.000708
Contra Cos	2022	UBUS	Aggregate	Aggregate	Diesel	226.9669	23428.05	23428.05	0	907.8676	0	1.567467	0	0	0.006813	0	0	0.00775	0.0385	0.007121	0	0	0.031001	0.11	1387.036	0	0	0.005089	0	0	0.218528	0	0	0.109568	0	0	0	0	0	0.124734	0	0	0	0	0.176079	0.13107	0	0	0.013143	0	0
Contra Cos	2022	UBUS	Aggregate	Aggregate	Electricity	12.11222	336.0646	0	336.0646	48.44887	585.8427	0	0	0	0	0	0	0.005752	0.01925	0	0	0	0.023008	0.055	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2022	UBUS	Aggregate	Aggregate	Natural Ga	5.246462	329.1585	329.1585	0	20.98585	0	0.046445	0	0	0.000246	0	0	0.006561	0.0385	0.000257	0	0	0.026245	0.11	1165.072	0	0	3.711986	0	0	0.237507	0	0	0.053037	0	0	0	0	0	3.788354	0	0	0	0	0.97	39.7207	0	0	0	0	0

Source: EMFAC2021 (v1.0.1) E
Region Type: County
Region: Contra Costa
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2021 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Cor	NOx_RUNEX	NOx_IDLEX	NOx_STREX	PM2.5_RU	PM2.5_IDL	PM2.5_STF	PM2.5_PM	PM10_RUN	PM10_IDLE	PM10_STR	PM10_PM	PM10_PMI	CO2_RUNE	CO2_IDLEX	CO2_STREX	CH4_RUNE	CH4_IDLEX	CH4_STREX	N2O_RUNE	N2O_IDLEX	N2O_STREX	ROG_RUNI	ROG_IDLEX	ROG_STREX	ROG_HOTS	ROG_RUNI	ROG_DIUR	TOG_RUNE	TOG_IDLEX	TOG_STREX	TOG_HOTS	TOG_RUNI	TOG_DIUR	NH3_RUNE	CO_RUNEX	CO_IDLEX	CO_STREX	SOx_RUNE	SOx_IDLEX	SOx_STREX
Contra Cos	2023	HHDT	Aggregate	Aggregate	Gasoline	0.93031	50.36094	50.36094	0	18.61364	0	11.99912	0	2.516083	0.00397	0	0.00188	0.005	0.033715	0.004318	0	0.002045	0.02	0.096329	2201.09	0	50.49124	0.263044	0	0.000342	0.285404	0	0.045482	1.622253	0	0.001854	0.147939	1.326229	9.766383	2.367187	0	0.002029	0.147939	1.326229	9.766383	0.041057	72.93109	0	1.942975	0.02176	0	0.000499
Contra Cos	2023	HHDT	Aggregate	Aggregate	Diesel	4942.555	589482.5	589482.5	0	72214.08	0	2.006672	63.49015	2.822279	0.026526	0.033657	0	0.008786	0.027603	0.027725	0.035178	0	0.035143	0.078867	1653.995	1222.7	0	0.000845	0.237028	0	0.260588	1.926006	0	0.018196	5.103152	0	0	0	0	0.020715	5.80955	0	0	0	0	0.21423	0.090451	73.92679	0	0.015662	0.115761	0
Contra Cos	2023	HHDT	Aggregate	Aggregate	Electricity	3.721557	233.3092	0	233.3092	59.15551	427.6929	0	0	0	0	0	0	0.008787	0.013262	0	0	0	0.03515	0.03789	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2023	HHDT	Aggregate	Aggregate	Natural Ga	440.129	31102.72	31102.72	0	4036.563	0	1.091767	13.83746	0	0.001545	0.023681	0	0.009	0.047114	0.001681	0.025756	0	0.036	0.13461	1391.855	10638.61	0	2.41294	37.50548	0	0.283739	2.168751	0	0.046853	0.55942	0	0	0	0	2.476684	38.30391	0	0	0	0	0.855978	14.02771	72.61266	0	0	0	0
Contra Cos	2023	LDA	Aggregate	Aggregate	Gasoline	339849	12783779	12783779	0	1570116	0	0.047752	0	0.283543	0.001211	0	0.002029	0.002	0.002577	0.001317	0	0.002207	0.008	0.007364	283.7744	0	72.56977	0.002574	0	0.079426	0.005034	0	0.034896	0.010037	0	0.372465	0.101976	0.26199	1.576357	0.014644	0	0.407801	0.101976	0.26199	1.576357	0.033582	0.771435	0	3.602554	0.002805	0	0.000717
Contra Cos	2023	LDA	Aggregate	Aggregate	Diesel	1457.686	43468.17	43468.17	0	6205.568	0	0.224887	0	0	0.015578	0	0	0.002	0.002618	0.016282	0	0	0.008	0.007479	237.1689	0	0	0.001222	0	0	0.037366	0	0	0.026301	0	0	0	0	0	0.029942	0	0	0	0	0	0.0031	0.324171	0	0	0.002247	0	0
Contra Cos	2023	LDA	Aggregate	Aggregate	Electricity	17209.23	777009.9	0	777009.9	85607.03	299990	0	0	0	0	0	0	0.002	0.00153	0	0	0	0.008	0.004372	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2023	LDA	Aggregate	Aggregate	Plug-in HyE	8110.999	376134.6	191257.2	184877.5	33538.98	55838.51	0.003266	0	0.116031	0.000651	0	0.002133	0.002	0.001348	0.000708	0	0.002319	0.008	0.003851	139.0343	0	66.53834	0.000439	0	0.043077	0.000598	0	0.021231	0.001382	0	0.174307	0.041822	0.036712	0.448366	0.002017	0	0.190845	0.041822	0.036712	0.448366	0.019547	0.212844	0	1.351845	0.001374	0	0.000658
Contra Cos	2023	LDT1	Aggregate	Aggregate	Gasoline	33659.33	1179551	1179551	0	148489.7	0	0.141318	0	0.436314	0.001798	0	0.002968	0.002	0.00312	0.001955	0	0.003228	0.008	0.008914	336.2327	0	90.14388	0.006794	0	0.121724	0.010314	0	0.041946	0.030196	0	0.636875	0.192229	0.561286	3.064956	0.044052	0	0.697296	0.192229	0.561286	3.064956	0.035354	1.498317	0	6.136672	0.003324	0	0.000891
Contra Cos	2023	LDT1	Aggregate	Aggregate	Diesel	18.53994	234.1819	234.1819	0	54.7031	0	1.571202	0	0	0.219307	0	0	0.002	0.00357	0.229223	0	0	0.008	0.010199	416.1105	0	0	0.014108	0	0	0.065558	0	0	0.303743	0	0	0	0	0	0.345791	0	0	0	0	0	0.0031	1.894083	0	0	0.003943	0	0
Contra Cos	2023	LDT1	Aggregate	Aggregate	Electricity	67.1466	2606.54	0	2606.54	317.9241	1006.339	0	0	0	0	0	0	0.002	0.001538	0	0	0	0.008	0.004394	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2023	LDT1	Aggregate	Aggregate	Plug-in HyE	22.01851	1175.667	542.2365	633.4305	91.04656	191.3149	0.002963	0	0.116031	0.000389	0	0.001416	0.002	0.00136	0.000423	0	0.00154	0.008	0.003887	126.1107	0	72.43565	0.0004	0	0.043318	0.000548	0	0.021456	0.001254	0	0.174307	0.024799	0.021839	0.285714	0.001829	0	0.190845	0.024799	0.021839	0.285714	0.019371	0.193059	0	1.351845	0.001247	0	0.000716
Contra Cos	2023	LDT2	Aggregate	Aggregate	Gasoline	154436.8	6246460	6246460	0	720661	0	0.074237	0	0.365564	0.001252	0	0.002004	0.002	0.003004	0.001362	0	0.00218	0.008	0.008584	353.0288	0	90.6807	0.003016	0	0.090461	0.006322	0	0.039756	0.011791	0	0.42041	0.088706	0.232135	1.430285	0.017205	0	0.460295	0.088706	0.232135	1.430285	0.03502	0.86364	0	3.989951	0.00349	0	0.000896
Contra Cos	2023	LDT2	Aggregate	Aggregate	Diesel	633.6789	26711.66	26711.66	0	3009.847	0	0.051739	0	0	0.005339	0	0	0.002	0.002997	0.00558	0	0	0.008	0.008563	323.5579	0	0	0.000614	0	0	0.050977	0	0	0.013229	0	0	0	0	0	0.01506	0	0	0	0	0	0.0031	0.131399	0	0	0.003066	0	0
Contra Cos	2023	LDT2	Aggregate	Aggregate	Electricity	543.2354	20038.9	0	20038.9	2787.246	7736.671	0	0	0	0	0	0	0.002	0.001524	0	0	0	0.008	0.004356	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2023	LDT2	Aggregate	Aggregate	Plug-in HyE	866.1413	44564.16	21442.66	23121.51	3581.494	6983.384	0.003091	0	0.116031	0.000507	0	0.001768	0.002	0.001355	0.000552	0	0.001923	0.008	0.00387	131.565	0	78.99327	0.000418	0	0.043345	0.000572	0	0.021481	0.001308	0	0.174307	0.026463	0.024521	0.317578	0.001909	0	0.190845	0.026463	0.024521	0.317578	0.020159	0.201409	0	1.351845	0.001301	0	0.000781
Contra Cos	2023	LHDT1	Aggregate	Aggregate	Gasoline	12655.99	475389.3	475389.3	0	188555.4	0	0.203647	0.038096	0.678196	0.001574	0	0.000317	0.002	0.0273	0.001712	0	0.000345	0.008	0.078	899.5109	120.8528	25.9178	0.009071	0.118167	0.035078	0.011492	0.003069	0.053191	0.044649	0.436486	0.17434	0.051327	0.278016	2.90411	0.065152	0.636919	0.19088	0.051327	0.278016	2.90411	0.044908	1.161059	3.753975	3.048239	0.008893	0.001195	0.000256
Contra Cos	2023	LHDT1	Aggregate	Aggregate	Diesel	8519.363	324282.2	324282.2	0	107162.9	0	2.083739	2.171999	0	0.044534	0.026799	0	0.003	0.0273	0.046548	0.02801	0	0.012	0.078	640.4074	134.8876	0	0.009712	0.005098	0	0.100896	0.021252	0	0.209098	0.10976	0	0	0	0	0.238044	0.124954	0	0	0	0	0.155572	0.601279	0.909745	0	0.006068	0.001278	0
Contra Cos	2023	LHDT2	Aggregate	Aggregate	Gasoline	1464.124	54160.16	54160.16	0	21813.26	0	0.190529	0.037574	0.669303	0.001417	0	0.000262	0.002	0.03185	0.001541	0	0.000285	0.008	0.091	1008.946	139.5138	25.80974	0.007315	0.116985	0.034409	0.011286	0.003012	0.0522	0.034561	0.430774	0.170204	0.047408	0.248912	2.662836	0.050432	0.628585	0.186352	0.047408	0.248912	2.662836	0.044968	0.983304	3.76104	3.06164	0.009974	0.001379	0.000255
Contra Cos	2023	LHDT2	Aggregate	Aggregate	Diesel	3253.077	128992.1	128992.1	0	40919.62	0	1.495095	2.094788	0	0.038248	0.026557	0	0.003	0.03185	0.039978	0.027758	0	0.012	0.091	774.0388	214.507	0	0.008451	0.005098	0	0.12195	0.033796	0	0.181935	0.10976	0	0	0	0	0.207121	0.124954	0	0	0	0	0.174411	0.480675	0.909745	0	0.007334	0.002033	0
Contra Cos	2023	MCY	Aggregate	Aggregate	Gasoline	18091.31	103634.4	103634.4	0	36182.62	0	0.640323	0	0.161475	0.001792	0	0.003505	0.001	0.0042	0.001911	0	0.003718	0.004	0.012	191.0343	0	53.16126	0.183942	0	0.203891	0.042563	0	0.009306	1.246009	0	1.536415	3.594601	3.805706	4.364089	1.478381	0	1.66975	3.594601	3.805706	4.364089	0.008632	14.67123	0	8.354105	0.001889	0	0.000526
Contra Cos	2023	MDV	Aggregate	Aggregate	Gasoline	101544	3817544	3817544	0	465423.7	0	0.12818	0	0.510218	0.001309	0	0.002167	0.002	0.003091	0.001423	0	0.002357	0.008	0.008831	432.3998	0	111.7761	0.004717	0	0.119058	0.009169	0	0.045686	0.020103	0	0.605312	0.112325	0.316505	1.868961	0.029305	0	0.662737	0.112325	0.316505	1.868961	0.034653	1.105927	0	4.586992	0.004275	0	0.001105
Contra Cos	2023	MDV	Aggregate	Aggregate	Diesel	1630.417	65604.49	65604.49	0	7692.548	0	0.069337	0	0	0.006039	0	0	0.002	0.003063	0.006312	0	0	0.008	0.008752	422.7944	0	0	0.000576	0	0	0.066611	0	0	0.012392	0	0	0	0	0	0.014107	0	0	0	0	0	0.0031	0.208565	0	0	0.004006	0	0
Contra Cos	2023	MDV	Aggregate	Aggregate	Electricity	571.1055	21131.77	0	21131.77	2933.275	8158.608	0	0	0	0	0	0	0.002	0.001524	0	0	0	0.008	0.004354	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2023	MDV	Aggregate	Aggregate	Plug-in HyE	565.8702	27057.56	13541.14	13516.42	2339.873	4082.362	0.003215	0	0.116031	0.000671	0	0.002254	0.002	0.00135	0.00073	0	0.002451	0.008	0.003858	136.8404	0	98.94654	0.000433	0	0.043167	0.000591	0	0.021315	0.00136	0	0.174307	0.030964	0.029027	0.368292	0.001985	0	0.190845	0.030964	0.029027	0.368292	0.021019	0.209485	0	1.351845	0.001353	0	0.000978
Contra Cos	2023	MH	Aggregate	Aggregate	Gasoline	1847.487	16879.83	16879.83	0	184.8226	0	0.411604	0	0.420095	0.001555	0	0.000372	0.003	0.015756	0.001692	0	0.000405	0.012	0.045017	1947.128	0	31.5317	0.014492	0	0.0376	0.025583	0	0.044243	0.062465	0	0.157803	12.0571	0.274723	4.453138	0.091148	0	0.172774	12.0571	0.274723	4.453138	0.044843	1.46331	0	3.42513	0.019249	0	0.000312
Contra Cos	2023	MH	Aggregate	Aggregate	Diesel	776.6235	7486.65	7486.65	0	77.66235	0	4.492778	0	0	0.10927	0	0	0.004	0.015675	0.11421	0	0	0.016	0.044785	1079.925	0	0	0.005939	0	0	0.170143	0	0	0.127854	0	0	0	0	0	0.145554	0	0	0	0	0	0.139663	0.433613	0	0	0.010233	0	0
Contra Cos	2023	MHDT	Aggregate	Aggregate	Gasoline	750.2651	37968.85	37968.85	0	15011.3	0	0.666402	0.08802	0.474311	0.001418	0	0.000589	0.003	0.015756	0.001542	0	0.00064	0.012	0.045017	1801.931	540.6593	48.24018	0.021497	0.250342	0.052124	0.03042	0.006791	0.032714	0.108926	1.005771	0.299734	0.043847	0.360493	3.478037	0.158944	1.467619	0.328171	0.043847	0.360493	3.478037	0.04496	2.312221	15.03585	6.598327	0.017814	0.005345	0.000477
Contra Cos	2023	MHDT	Aggregate	Aggregate	Diesel	5453.026	229951	229951	0	62830.4	0	1.451258	14.43296	1.635165	0.018233	0.041107	0	0.003	0.015873	0.019058	0.042965	0	0.012	0.045352	1148.719	2311.829	0	0.001883	0.013104	0	0.18098	0.36423	0	0.040542	0.282117	0	0	0	0	0.046154	0.321169	0	0	0	0	0.206712	0.140515	7.637089	0	0.010878	0.021892	0
Contra Cos	2023	MHDT	Aggregate	Aggregate	Electricity	2.531394	54.31117	0	54.31117	29.65281	58.3871	0	0	0	0	0	0	0.003	0.007948	0	0	0	0.012	0.022707	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2023	MHDT	Aggregate	Aggregate	Natural Ga	46.83625	2246.698	2246.698	0	430.5727	0	0.13931	6.458025	0	0.001121	0.017666	0	0.003	0.015956	0.001219	0.019213	0	0.012	0.045588	981.8217	5263.934	0	0.728488	17.32964	0	0.200151	1.073087	0	0.010409	0.247606	0	0	0	0	0.743476	17.68617	0	0	0	0	1.06	2.955847	33.74335	0	0	0	0
Contra Cos	2023	OBUS	Aggregate	Aggregate	Gasoline	261.9127	12187.45	12187.45	0	5240.348	0	0.680818	0.065137	0.440699	0.00083	0	0.000251	0.003	0.01568	0.000903	0	0.000274	0.012	0.044799	1795.284	383.9227	32.51731	0.019001	0.193564	0.03859	0.031488	0.005072	0.031618	0.093203	0.74737	0.206797	0.036302	0.162606	2.921978	0.136002	1.090561	0.226417	0.036302	0.162606	2.921978	0.044944	2.079447	5.781333	4.347025	0.017748	0.003795	0.000321
Contra Cos	2023	OBUS	Aggregate	Aggregate	Diesel	127.7261	9153.783	9153.783	0	1488.894	0	1.878375	12.59649	1.550952	0.038819	0.014499	0	0.003	0.019958	0.039917	0.015155	0	0.012	0.057022	1418.726	2569.659	0	0.004152	0.039511	0	0.223521	0.404851	0	0.089398	0.850661	0	0	0	0	0.101772	0.968413	0	0	0	0	0.20771	0.266618	13.20622	0	0.013434	0.024333	0
Contra Cos	2023	OBUS	Aggregate	Aggregate	Natural Ga	0.958613	50.52101	50.52101	0	8.531659	0	0.25096	1.551253	0	0.000771	0.003569	0	0.003	0.016148	0.000839	0.003882	0	0.012	0.046137	1055.21	1234.828	0	0.756622	4.407761	0	0.215111	0.251728	0	0.010811	0.062978	0	0	0	0	0.772189	4.498443	0	0	0	0	1.06	3.16495	6.6088	0	0	0	0
Contra Cos	2023	SBUS	Aggregate	Aggregate	Gasoline	72.51602	3942.492	3942.492	0	290.0641	0	0.213507	0.92653	0.64521	0.000972	0	0.000658	0.002	0.015721	0.000157	0	0.000715	0.008	0.044917	791.0345	2535.372	54.45394	0.004708	2.521517	0.062751	0.015824	0.093655	0.064713	0.021714	10.64152	0.343264	0.065872	0.143031	0.879261	0.031686	15.52808	0.375831	0.065872	0.143031	0.879261	0.045	0.513775	82.24088	8.787652	0.00782	0.025065	0.000538
Contra Cos	2023	SBUS	Aggregate	Aggregate	Diesel	424.7008	10038.86	10038.86	0	6149.667	0	3.196504	19.31349	0.54375	0.016297	0.014361	0	0.003	0.015721	0.017034	0.015011	0	0.012	0.044917	1139.243	2253.905	0	0.002332	0.0079	0	0.179488	0.355104	0	0.050207	0.170096	0	0	0	0	0.057157	0.193641	0	0	0	0	0.154427	0.159672	4.981621	0	0.010788	0.021343	0
Contra Cos	2023	SBUS	Aggregate	Aggregate	Electricity	0.035906	0.416236	0	0.416236	0.519915	0.438486	0	0	0	0	0	0	0.003	0.00786	0	0	0	0.012	0.022459	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2023	SBUS	Aggregate	Aggregate	Natural Ga	19.10918	478.2572	478.2572	0	276.7009	0	0.626051	5.308513	0	0.003378	0.01046	0	0.003	0.015721	0.003674	0.011376	0	0.012	0.044917	1299.977	4072.281	0	3.598381	15.72111	0	0.265009	0.830161	0	0.051414	0.224624	0	0	0	0	3.672411	16.04454	0	0	0	0	1.06	12.40999	18.72385	0	0	0	0
Contra Cos	2023	UBUS	Aggregate	Aggregate	Gasoline	102.1046	5572.509	5572.509	0	408.4186	0	0.13826	0	0.716648	0.001127	0	0.000473	0.002504	0.035199	0.001226	0	0.000515	0.010015	0.10057	1389.672	0	71.56508	0.002979	0	0.086298	0.013557	0	0.072998	0.009529	0	0.357612	0.039049	0.092598	0.48981	0.013905	0	0.39154	0.039049	0.092598	0.48981	0.045	0.432744	0	7.623965	0.013738	0	0.000707
Contra Cos	2023	UBUS	Aggregate	Aggregate	Diesel	225.1599	23149.45	23149.45	0	900.6396	0	1.390344	0	0	0.006695	0	0	0.00779	0.0385	0.006997	0	0	0.031159	0.11	1371.96	0	0	0.004828	0	0	0.216153	0	0	0.103948	0	0	0	0	0	0.118337	0	0	0	0	0	0.184554	0.123941	0	0	0.013	0	0
Contra Cos	2023	UBUS	Aggregate	Aggregate	Electricity	12.11222	336.0646	0	336.0646	48.44887	585.8427	0	0	0	0	0	0	0.005752	0.01925	0	0	0	0.023008	0.055	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2023	UBUS	Aggregate	Aggregate	Natural Ga	7.779029	679.3075	679.3075	0	31.11611	0	0.040823	0	0	0.000229	0	0	0.005823	0.0385	0.000239	0	0	0.02329	0.11	1103.974	0	0	3.468718	0	0	0.225052	0	0	0.049561	0	0	0	0	0	3.540081	0	0	0	0	0	0.97	35.47223	0	0	0	0	0

Source: EMFAC2021 (v1.0.1) E
Region Type: County
Region: Contra Costa
Calendar Year: 2024
Season: Annual
Vehicle Classification: EMFAC2017 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Con	NOx_RUNEX	NOx_IDLEX	NOx_STREX	PM2.5_RU	PM2.5_IDL	PM2.5_STR	PM2.5_PM	PM10_RUN	PM10_IDLE	PM10_STR	PM10_PM	PM10_PMI	CO2_RUNE	CO2_IDLEX	CO2_STREX	CH4_RUNE	CH4_IDLEX	CH4_STREX	N2O_RUNE	N2O_IDLEX	N2O_STREX	ROG_RUNI	ROG_IDLEX	ROG_STRE	ROG_HOTS	ROG_RUNI	ROG_DIUR	TOG_RUNE	TOG_IDLEX	TOG_STRE	TOG_HOTS	TOG_RUNI	TOG_DIUR	NH3_RUNE	CO_RUNEX	CO_IDLEX	CO_STREX	SOx_RUNE	SOx_IDLEX	SOx_STREX
Contra Cos	2024	HHDT	Aggregate	Aggregate	Gasoline	0.816074	55.87227	55.87227	0	16.328	0	8.6939	0	1.873313	0.003134	0	0.00172	0.005	0.032698	0.003408	0	0.001871	0.02	0.093421	2106.934	0	50.66709	0.200749	0	0.000333	0.227065	0	0.034385	1.202291	0	0.001806	0.136314	1.221957	9.000433	1.75438	0	0.001978	0.136314	1.221957	9.000433	0.042266	57.56407	0	2.589861	0.020829	0	0.000501
Contra Cos	2024	HHDT	Aggregate	Aggregate	Diesel	5091.693	595371.7	595371.7	0	74503.86	0	1.930546	62.96331	2.873632	0.026199	0.031874	0	0.008787	0.027531	0.027384	0.033315	0	0.035147	0.078661	1631.917	11982.35	0	0.000811	0.236179	0	0.257109	1.887824	0	0.017455	5.084867	0	0	0	0	0.019871	5.788735	0	0	0	0	0.214705	0.085379	73.84127	0	0.015453	0.113466	0
Contra Cos	2024	HHDT	Aggregate	Aggregate	Electricity	16.20269	1607.756	0	1607.756	218.2082	2965.201	0	0	0	0	0	0	0.008633	0.014149	0	0	0	0.034532	0.040427	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2024	HHDT	Aggregate	Aggregate	Natural Ga	463.3199	31836.4	31836.4	0	4230.919	0	1.027379	13.49364	0	0.0001521	0.024267	0	0.009	0.047839	0.001654	0.026393	0	0.036	0.136682	1382.057	10598.55	0	2.316772	36.4292	0	0.281741	2.160585	0	0.044095	0.54083	0	0	0	0	2.37696	37.20183	0	0	0	0	0.848422	13.63864	73.09795	0	0	0	0
Contra Cos	2024	LDA	Aggregate	Aggregate	Gasoline	337675	12810091	12810091	0	1559344	0	0.042774	0	0.269747	0.001172	0	0.001963	0.002	0.002577	0.001275	0	0.002135	0.008	0.007363	279.1416	0	71.15677	0.002323	0	0.075093	0.004725	0	0.034048	0.008869	0	0.347567	0.09805	0.253484	1.530303	0.012941	0	0.380542	0.09805	0.253484	1.530303	0.03453	0.723821	0	3.396378	0.00276	0	0.000703
Contra Cos	2024	LDA	Aggregate	Aggregate	Diesel	1353.056	39823.37	39823.37	0	5730.346	0	0.201679	0	0	0.013984	0	0	0	0.002	0.002626	0.014616	0	0	0.008	0.007503	235.5835	0	0	0.001113	0	0	0.037116	0	0	0.023967	0	0	0	0	0	0.027285	0	0	0	0	0.0031	0.313711	0	0	0.002232	0	0
Contra Cos	2024	LDA	Aggregate	Aggregate	Electricity	19605.83	914777.5	0	914777.5	97154.5	353179.6	0	0	0	0	0	0	0.002	0.001531	0	0	0	0.008	0.004374	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2024	LDA	Aggregate	Aggregate	Plug-in Hyb	8994.061	416941.1	206977.6	209963.5	37190.44	63415.24	0.003189	0	0.116031	0.000604	0	0.002032	0.002	0.001353	0.000657	0	0.00221	0.008	0.003866	135.7392	0	65.79045	0.000427	0	0.04295	0.000581	0	0.021113	0.001349	0	0.174307	0.042074	0.037993	0.448409	0.001969	0	0.190845	0.042074	0.037993	0.448409	0.01936	0.207809	0	1.351845	0.001342	0	0.00065
Contra Cos	2024	LDT1	Aggregate	Aggregate	Gasoline	32588.84	1149589	1149589	0	143596.2	0	0.126611	0	0.412989	0.001699	0	0.002813	0.002	0.003123	0.001847	0	0.00306	0.008	0.008924	331.7524	0	88.40993	0.006087	0	0.114499	0.009482	0	0.040862	0.026821	0	0.592296	0.183852	0.531516	2.935021	0.039133	0	0.648489	0.183852	0.531516	2.935021	0.035583	1.379197	0	5.724466	0.00328	0	0.000874
Contra Cos	2024	LDT1	Aggregate	Aggregate	Diesel	16.66144	204.9391	204.9391	0	48.22098	0	1.564535	0	0	0.218678	0	0	0	0.002	0.003567	0.228566	0	0	0.008	0.01019	415.8048	0	0	0.01406	0	0	0.06551	0	0	0.30271	0	0	0	0	0	0.344615	0	0	0	0	0.0031	1.885762	0	0	0.00394	0	0
Contra Cos	2024	LDT1	Aggregate	Aggregate	Electricity	76.85346	3197.231	0	3197.231	366.3379	1234.395	0	0	0	0	0	0	0	0.002	0.001536	0	0	0	0.008	0.004389	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2024	LDT1	Aggregate	Aggregate	Plug-in Hyb	34.40585	1835.08	820.5478	1014.532	142.2682	306.4188	0.002872	0	0.116031	0.000368	0	0.001385	0.002	0.001367	0.000401	0	0.001506	0.008	0.003905	122.266	0	71.39816	0.000387	0	0.04315	0.000527	0	0.0213	0.001215	0	0.174307	0.024335	0.020998	0.279132	0.001774	0	0.190845	0.024335	0.020998	0.279132	0.01878	0.187183	0	1.351845	0.001209	0	0.000706
Contra Cos	2024	LDT2	Aggregate	Aggregate	Gasoline	156321.2	6370854	6370854	0	728853.1	0	0.066232	0	0.341975	0.001218	0	0.001964	0.002	0.003007	0.001325	0	0.002136	0.008	0.008591	346.5217	0	88.7715	0.002769	0	0.085834	0.005892	0	0.038438	0.010661	0	0.394503	0.085773	0.227695	1.406593	0.015556	0	0.431931	0.085773	0.227695	1.406593	0.035861	0.811135	0	3.773535	0.003426	0	0.000878
Contra Cos	2024	LDT2	Aggregate	Aggregate	Diesel	646.5782	27148.78	27148.78	0	3058.021	0	0.047035	0	0	0.00495	0	0	0	0.002	0.003012	0.005174	0	0	0.008	0.008606	319.5714	0	0	0.000588	0	0	0.050349	0	0	0.012669	0	0	0	0	0	0.014422	0	0	0	0	0.0031	0.129992	0	0	0.003028	0	0
Contra Cos	2024	LDT2	Aggregate	Aggregate	Electricity	793.6604	29152.88	0	29152.88	4055.082	11255.42	0	0	0	0	0	0	0	0.002	0.001526	0	0	0	0.008	0.004359	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2024	LDT2	Aggregate	Aggregate	Plug-in Hyb	1079.607	55187.64	25870.71	29316.93	4464.177	8854.586	0.003011	0	0.116031	0.00047	0	0.00168	0.002	0.00136	0.000511	0	0.001827	0.008	0.003887	128.1809	0	78.1146	0.000406	0	0.043174	0.000553	0	0.021322	0.001274	0	0.174307	0.026184	0.023751	0.308551	0.001859	0	0.190845	0.026184	0.023751	0.308551	0.01965	0.196238	0	1.351845	0.001267	0	0.000772
Contra Cos	2024	LHDT1	Aggregate	Aggregate	Gasoline	12544.46	477189.8	477189.8	0	186893.8	0	0.182895	0.037136	0.660732	0.001523	0	0.000296	0.002	0.0273	0.001657	0	0.000322	0.008	0.078	883.3561	119.8786	25.89323	0.008182	0.115961	0.033829	0.010359	0.003043	0.052527	0.040066	0.425548	0.167164	0.049067	0.269595	2.826667	0.058465	0.620959	0.183024	0.049067	0.269595	2.826667	0.044926	1.100819	3.756248	3.084379	0.008733	0.001185	0.000256
Contra Cos	2024	LHDT1	Aggregate	Aggregate	Diesel	8493.033	325049.8	325049.8	0	106831.7	0	1.902094	2.096693	0	0.042035	0.026663	0	0.003	0.0273	0.043936	0.027868	0	0.012	0.078	637.7323	133.6535	0	0.009216	0.005098	0	0.100475	0.021057	0	0.198422	0.10976	0	0	0	0	0.22589	0.124954	0	0	0	0	0.161674	0.565507	0.909745	0	0.006043	0.001266	0
Contra Cos	2024	LHDT1	Aggregate	Aggregate	Electricity	36.01443	2734.933	0	2734.933	503.0987	1790.294	0	0	0	0	0	0	0	0.002	0.001365	0	0	0	0.008	0.039	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2024	LHDT2	Aggregate	Aggregate	Gasoline	1457.071	54488.41	54488.41	0	21708.18	0	0.1695	0.036468	0.651128	0.001363	0	0.00024	0.002	0.03185	0.001483	0	0.000261	0.008	0.091	992.0567	138.4119	25.61897	0.006351	0.11425	0.033089	0.010187	0.002966	0.05135	0.029579	0.418188	0.162551	0.045142	0.240449	2.594034	0.043162	0.610219	0.177973	0.045142	0.240449	2.594034	0.044977	0.912363	3.763971	3.07478	0.009807	0.001368	0.000253
Contra Cos	2024	LHDT2	Aggregate	Aggregate	Diesel	3307.739	131282.3	131282.3	0	41607.19	0	1.372474	2.013483	0	0.03647	0.026565	0	0.003	0.03185	0.038119	0.027766	0	0.012	0.091	767.6312	212.4725	0	0.008092	0.005098	0	0.120941	0.033475	0	0.174214	0.10976	0	0	0	0	0.198331	0.124954	0	0	0	0	0.1789	0.45776	0.909745	0	0.007274	0.002013	0
Contra Cos	2024	LHDT2	Aggregate	Aggregate	Electricity	9.32166	670.7023	0	670.7023	123.3905	432.4063	0	0	0	0	0	0	0	0.002	0.015925	0	0	0	0.008	0.0455	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2024	MCY	Aggregate	Aggregate	Gasoline	18015.43	103611.2	103611.2	0	36030.87	0	0.627529	0	0.154855	0.001784	0	0.003322	0.001	0.0042	0.001905	0	0.003528	0.004	0.012	190.319	0	51.99124	0.17822	0	0.19855	0.041803	0	0.008963	1.196001	0	1.490348	3.594851	3.818752	4.350545	1.424317	0	1.619841	3.594851	3.818752	4.350545	0.008686	14.15387	0	8.307287	0.001881	0	0.000514
Contra Cos	2024	MDV	Aggregate	Aggregate	Gasoline	101283.8	3842162	3842162	0	463945.3	0	0.112518	0	0.469642	0.001255	0	0.002078	0.002	0.00309	0.001364	0	0.00226	0.008	0.00883	424.9334	0	109.5335	0.004212	0	0.111111	0.008357	0	0.043719	0.017666	0	0.557133	0.109036	0.313522	1.860658	0.025769	0	0.609989	0.109036	0.313522	1.860658	0.035368	1.015537	0	4.290893	0.004201	0	0.001083
Contra Cos	2024	MDV	Aggregate	Aggregate	Diesel	1627.303	64622.95	64622.95	0	7621.121	0	0.064476	0	0	0.005867	0	0	0.002	0.003092	0.006132	0	0	0.008	0.008834	419.221	0	0	0.000562	0	0	0.066048	0	0	0.012091	0	0	0	0	0	0.013765	0	0	0	0	0	0.0031	0.208344	0	0	0.003972	0	0
Contra Cos	2024	MDV	Aggregate	Aggregate	Electricity	849.9285	31289.89	0	31289.89	4345.87	12080.48	0	0	0	0	0	0	0	0.002	0.001525	0	0	0	0.008	0.004357	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2024	MDV	Aggregate	Aggregate	Plug-in Hyb	698.7309	33546.04	16194.29	17351.75	2889.252	5240.746	0.003101	0	0.116031	0.000592	0	0.00206	0.002	0.001357	0.000643	0	0.00224	0.008	0.003878	132.0011	0	97.26482	0.000416	0	0.042999	0.000566	0	0.021159	0.001312	0	0.174307	0.031719	0.027705	0.350178	0.001915	0	0.190845	0.031719	0.027705	0.350178	0.020275	0.202086	0	1.351845	0.001305	0	0.000962
Contra Cos	2024	MH	Aggregate	Aggregate	Gasoline	1757.818	16248.56	16248.56	0	175.8522	0	0.37633	0	0.428394	0.001501	0	0.000358	0.003	0.015756	0.001632	0	0.000389	0.012	0.045017	1946.725	0	31.37115	0.012947	0	0.037222	0.024129	0	0.045579	0.054565	0	0.154391	11.62496	0.269284	4.436274	0.079621	0	0.169038	11.62496	0.269284	4.436274	0.044898	1.230558	0	3.331168	0.019245	0	0.00031
Contra Cos	2024	MH	Aggregate	Aggregate	Diesel	778.1731	7477.583	7477.583	0	77.81731	0	4.383869	0	0	0.105073	0	0	0.004	0.015675	0.109824	0	0	0.016	0.044785	1080.303	0	0	0.005865	0	0	0.170202	0	0	0.126259	0	0	0	0	0	0.143738	0	0	0	0	0	0.143851	0.42605	0	0	0.010236	0	0
Contra Cos	2024	MHDT	Aggregate	Aggregate	Gasoline	739.4954	38664.27	38664.27	0	14795.82	0	0.55459	0.088236	0.460865	0.001384	0	0.000559	0.003	0.015756	0.001505	0	0.000608	0.012	0.045017	1775.67	535.3324	47.25014	0.01775	0.254717	0.050243	0.026228	0.007039	0.032986	0.089039	1.009005	0.284517	0.039968	0.329327	3.209877	0.129926	1.472338	0.31151	0.039968	0.329327	3.209877	0.044979	1.873618	15.07336	6.250748	0.017554	0.005292	0.000467
Contra Cos	2024	MHDT	Aggregate	Aggregate	Diesel	5511.487	231443.3	231443.3	0	63570.96	0	1.33374	13.933	1.657065	0.015845	0.034178	0	0.003	0.015873	0.016561	0.035723	0	0.012	0.045351	1144.491	2295.791	0	0.001646	0.012238	0	0.180315	0.361703	0	0.035443	0.263474	0	0	0	0	0.04035	0.299945	0	0	0	0	0.208492	0.127586	7.607785	0	0.010838	0.02174	0
Contra Cos	2024	MHDT	Aggregate	Aggregate	Electricity	15.93893	898.2237	0	898.2237	202.7944	999.2894	0	0	0	0	0	0	0	0.003	0.007938	0	0	0	0.012	0.022679	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2024	MHDT	Aggregate	Aggregate	Natural Ga	50.69881	2393.487	2393.487	0	464.9776	0	0.130898	6.45054	0	0.001166	0.018223	0	0.003	0.015962	0.001269	0.019819	0	0.012	0.045606	977.4911	5284.91	0	0.73577	17.09966	0	0.199268	1.077363	0	0.010513	0.24432	0	0	0	0	0.750907	17.45146	0	0	0	0	1.06	2.957601	34.98583	0	0	0	0
Contra Cos	2024	OBUS	Aggregate	Aggregate	Gasoline	253.1476	11671.58	11671.58	0	5064.977	0	0.629969	0.065141	0.439941	0.000869	0	0.000257	0.003	0.01568	0.000945	0	0.000279	0.012	0.044799	1775.396	381.7572	32.24343	0.017568	0.193814	0.038064	0.02942	0.005105	0.031661	0.086236	0.747425	0.203755	0.037284	0.175768	3.149089	0.125835	1.090641	0.223086	0.037284	0.175768	3.149089	0.044943	1.91137	5.781664	4.272451	0.017552	0.003774	0.000319
Contra Cos	2024	OBUS	Aggregate	Aggregate	Diesel	129.949	9209.188	9209.188	0	1517.359	0	1.897642	12.59715	1.55653	0.038938	0.014214	0	0.003	0.019948	0.040699	0.014857	0	0.012	0.056993	1414.538	2565.227	0	0.004271	0.039727	0	0.222861	0.404153	0	0.091947	0.855309	0	0	0	0	0.104674	0.973704	0	0	0	0	0.207363	0.272848	13.28475	0	0.013395	0.024291	0
Contra Cos	2024	OBUS	Aggregate	Aggregate	Electricity	0.552957	51.90207	0	51.90207	11.06356	57.49955	0	0	0	0	0	0	0	0.003	0.00784	0	0	0	0.012	0.022399	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2024	OBUS	Aggregate	Aggregate	Natural Ga	0.998397	52.09485	52.09485	0	8.885737	0	0.244856	1.548989	0	0.0008	0.003623	0	0.003	0.016148	0.00087	0.00394	0	0.012	0.046137	1052.788	1234.271	0	0.759966	4.37981	0	0.214618	0.251614	0	0.010858	0.062579	0	0	0	0	0.775601	4.469918	0	0	0	0	1.06	3.173959	6.730549	0	0	0	0
Contra Cos	2024	SBUS	Aggregate	Aggregate	Gasoline	75.79113	4157.44	4157.44	0	303.1645	0	0.216446	0.92653	0.656721	0.000982	0	0.000664	0.002	0.015721	0.001068	0	0.000723	0.008	0.044917	787.1089	2523.746	54.1204	0.00455	2.525089	0.06294	0.015935	0.093532	0.065609	0.020943	10.64152	0.344026	0.070515	0.154155	0.94249	0.03056	15.52808	0.376665	0.070515	0.154155	0.94249	0.045	0.496031	82.24088	8.698078	0.007781	0.02495	0.000535
Contra Cos	2024	SBUS	Aggregate	Aggregate	Diesel	428.9886	10014.76	10014.76	0	6211.755	0	3.090187	19.00559	0.553303	0.015846	0.013683	0	0.003	0.015721	0.016563	0.014301	0	0.012	0.044917	1136.381	2245.898	0	0.002307	0.007876	0	0.179037	0.353842	0	0.049679	0.169575	0	0	0	0	0.056555	0.193048	0	0	0	0	0.156862	0.158959	5.040882	0	0.010761	0.021267	0
Contra Cos	2024	SBUS	Aggregate	Aggregate	Electricity	1.035742	35.87566	0	35.87566	11.8196	37.79341	0	0	0	0	0	0	0.002536	0.00786	0	0	0	0.010145	0.022459	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2024	SBUS	Aggregate	Aggregate	Natural Ga	19.56555	483.5367	483.5367	0	283.3091	0	0.612655	5.300433	0	0.003378	0.010653	0	0.003	0.015721	0.003674	0.011586	0	0.012	0.044917	1293.024	4076.993	0	3.561476	15.62134	0	0.263591	0.831122	0	0.050886	0.223198	0	0	0	0	3.634748	15.94273	0	0	0	0	1.06	12.23632	19.15839	0	0	0	0
Contra Cos	2024	UBUS	Aggregate	Aggregate	Gasoline	102.407	5589.009	5589.009	0	409.6278	0	0.149287	0	0.739381	0.001127	0	0.000473	0.002504	0.035199	0.001226	0	0.000515	0.010015	0.10057	1389.546	0	71.55075	0.002957	0	0.089629	0.014333	0	0.073945	0.009496	0	0.37289	0.045789	0.092592	0.504078	0.013856	0	0.408268	0.045789	0.092592	0.504078	0.045	0.444247	0	7.585271	0.013737	0	0.000707
Contra Cos	2024	UBUS	Aggregate	Aggregate	Diesel	211.7341	2190.93	2190.93	0	846.9363	0	0.355604	0	0	0.006462	0	0	0.007718	0.0385	0.006755	0	0	0.030871	0.11	1274.078	0	0	0.003016	0	0	0.200731	0	0	0.064939	0	0	0	0	0	0.073928	0	0	0	0	0.22	0.073139	0	0	0.012073	0	0
Contra Cos	2024	UBUS	Aggregate	Aggregate	Electricity	12.11222	336.0646	0	336.0646	48.44887	585.8427	0	0	0	0	0	0	0.005752	0.01925	0	0	0	0.023008	0.055	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2024	UBUS	Aggregate	Aggregate	Natural Ga	21.93041	1997.381	1997.381	0	87.72164	0	0.056682	0	0	0.000276	0	0	0.007906	0.0385	0.000289	0	0	0.031624	0.11	1276.32	0	0	4.154936	0	0	0.260186	0	0	0.059366	0	0	0	0	0	4.240417	0	0	0	0	0.97	47.45646	0	0	0	0	0

Source: EMFAC2021 (v1.0.1) E
Region Type: County
Region: Contra Costa
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC2017 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Cor	NOx_RUNEX	NOx_IDLEX	NOx_STREX	PM2.5_RU	PM2.5_IDL	PM2.5_STR	PM2.5_PM	PM2.5_PM	PM10_RUN	PM10_IDLE	PM10_STR	PM10_PM	PM10_PMI	CO2_RUNE	CO2_IDLEX	CO2_STREX	CH4_RUNE	CH4_IDLEX	CH4_STREX	N2O_RUNEX	N2O_IDLEX	N2O_STREX	ROG_RUNI	ROG_IDLEX	ROG_STREX	ROG_HOTS	ROG_RUNI	ROG_DIUR	TOG_RUNE	TOG_IDLEX	TOG_STREX	TOG_HOTS	TOG_RUNI	TOG_DIUR	NH3_RUNE	CO_RUNEX	CO_IDLEX	CO_STREX	SOx_RUNE	SOx_IDLEX	SOx_STREX
Contra Cos	2025	HHDT	Aggregate	Aggregate	Gasoline	0.726763	63.25338	63.25338	0	14.54108	0	6.72414	0	1.337515	0.0026	0	0.001544	0.005	0.032118	0.002827	0	0.001679	0.02	0.091765	2047.088	0	50.67254	0.160985	0	0.000371	0.19177	0	0.024966	0.928678	0	0.002016	0.12152	1.089314	8.026323	1.355125	0	0.002207	0.12152	1.089314	8.026323	0.043183	46.37703	0	3.275842	0.020238	0	0.000501
Contra Cos	2025	HHDT	Aggregate	Aggregate	Diesel	5216.764	600062.3	6000062.3	0	76369.34	0	1.859455	62.47136	2.907974	0.02583	0.030482	0	0.008788	0.027502	0.026998	0.03186	0	0.035153	0.078576	1607.004	11736.4	0	0.000781	0.235329	0	0.253184	1.849075	0	0.016821	1.066572	0	0	0	0	0.019149	5.767907	0	0	0	0	0.215141	0.080751	73.72026	0	0.015217	0.111137	0
Contra Cos	2025	HHDT	Aggregate	Aggregate	Electricity	37.0133	3826.227	0	3826.227	482.6993	7058.962	0	0	0	0	0	0	0	0.008583	0.01433	0	0	0	0.034334	0.040944	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2025	HHDT	Aggregate	Aggregate	Natural Ga	485.5623	32535.7	32535.7	0	4411.901	0	0.962547	13.13695	0	0.0015102	0.024797	0	0.009	0.048567	0.001633	0.026969	0	0.036	0.138764	1371.254	10546.12	0	2.211649	35.324	0	0.279539	2.149896	0	0.041362	0.522314	0	0	0	0	2.268272	36.07079	0	0	0	0	0.840915	13.22729	73.49978	0	0	0	0
Contra Cos	2025	LDA	Aggregate	Aggregate	Gasoline	335915.8	12781950	12781950	0	1550540	0	0.038743	0	0.257145	0.001137	0	0.001911	0.002	0.002577	0.001237	0	0.002078	0.008	0.007362	274.3952	0	69.76288	0.002109	0	0.070916	0.004468	0	0.033148	0.007906	0	0.32478	0.095	0.248612	1.502154	0.011537	0	0.355593	0.095	0.248612	1.502154	0.035445	0.683005	0	3.210781	0.002713	0	0.00069
Contra Cos	2025	LDA	Aggregate	Aggregate	Diesel	1259.879	36194.27	36194.27	0	5295.122	0	0.181752	0	0	0.013095	0	0	0	0.002	0.002633	0.013688	0	0	0.008	0.007524	233.9729	0	0	0.001054	0	0	0.036863	0	0	0.022691	0	0	0	0	0.025833	0	0	0	0	0	0	0.0031	0.305697	0	0	0.002217	0	0
Contra Cos	2025	LDA	Aggregate	Aggregate	Electricity	22046.53	1056018	0	1056018	108839.1	407710.1	0	0	0	0	0	0	0	0.002	0.001531	0	0	0	0.008	0.004375	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2025	LDA	Aggregate	Aggregate	Plug-in Hyb	9851.001	453993.8	219886.9	234106.9	40733.89	70707.25	0.003111	0	0.116031	0.000564	0	0.001947	0.002	0.001358	0.000613	0	0.002118	0.008	0.003881	132.4386	0	65.03135	0.000416	0	0.042791	0.000563	0	0.020964	0.001317	0	0.174307	0.041933	0.037971	0.440853	0.001921	0	0.190845	0.041933	0.037971	0.440853	0.019111	0.202765	0	1.351845	0.001309	0	0.000643
Contra Cos	2025	LDT1	Aggregate	Aggregate	Gasoline	31581.49	1115653	1115653	0	139008.6	0	0.113591	0	0.390853	0.001609	0	0.002675	0.002	0.003125	0.00175	0	0.002909	0.008	0.008929	327.0518	0	86.69148	0.005456	0	0.107562	0.008737	0	0.03973	0.023834	0	0.550574	0.175626	0.50058	2.791701	0.034779	0	0.602809	0.175626	0.50058	2.791701	0.035911	1.272871	0	5.34637	0.003233	0	0.000857
Contra Cos	2025	LDT1	Aggregate	Aggregate	Diesel	15.05879	179.4426	179.4426	0	42.73851	0	1.556549	0	0	0.217942	0	0	0	0.002	0.003563	0.227796	0	0	0.008	0.010179	415.383	0	0	0.014008	0	0	0.065444	0	0	0.301579	0	0	0	0	0.343327	0	0	0	0	0	0	0.0031	1.876069	0	0	0.003936	0	0
Contra Cos	2025	LDT1	Aggregate	Aggregate	Electricity	90.26785	4001.67	0	4001.67	433.4793	1544.975	0	0	0	0	0	0	0	0.002	0.001534	0	0	0	0.008	0.004384	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2025	LDT1	Aggregate	Aggregate	Plug-in Hyb	49.92127	2645.408	1148.541	1496.866	206.4245	452.0983	0.002789	0	0.116031	0.000353	0	0.001368	0.002	0.001373	0.000384	0	0.001487	0.008	0.003921	118.7186	0	70.37733	0.000374	0	0.042962	0.000508	0	0.021124	0.00118	0	0.174307	0.024074	0.020407	0.276032	0.001722	0	0.190845	0.024074	0.020407	0.276032	0.018235	0.18176	0	1.351845	0.001174	0	0.000696
Contra Cos	2025	LDT2	Aggregate	Aggregate	Gasoline	158166.8	6456473	6456473	0	736767.7	0	0.059776	0	0.322411	0.001187	0	0.001928	0.002	0.003009	0.001291	0	0.002097	0.008	0.008598	340.1636	0	86.92916	0.002554	0	0.081433	0.005542	0	0.037274	0.009697	0	0.370741	0.083774	0.226343	1.396844	0.014151	0	0.405915	0.083774	0.226343	1.396844	0.03666	0.766186	0	3.574615	0.003363	0	0.000859
Contra Cos	2025	LDT2	Aggregate	Aggregate	Diesel	656.9096	27340.38	27340.38	0	3093.351	0	0.043491	0	0	0.004794	0	0	0	0.002	0.003024	0.005011	0	0	0.008	0.008641	315.3593	0	0	0.000578	0	0	0.049685	0	0	0.012452	0	0	0	0	0.014176	0	0	0	0	0	0	0.0031	0.12928	0	0	0.002988	0	0
Contra Cos	2025	LDT2	Aggregate	Aggregate	Electricity	1078.928	39238.83	0	39238.83	5489.349	15149.43	0	0	0	0	0	0	0	0.002	0.001526	0	0	0	0.008	0.004361	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2025	LDT2	Aggregate	Aggregate	Plug-in Hyb	1306.174	66002.36	30153.14	35849.22	5401.028	10827.53	0.002935	0	0.116031	0.00044	0	0.001616	0.002	0.001366	0.000479	0	0.001758	0.008	0.003903	124.9217	0	77.22653	0.000393	0	0.042979	0.000535	0	0.02114	0.001242	0	0.174307	0.026312	0.023433	0.304359	0.001812	0	0.190845	0.026312	0.023433	0.304359	0.019158	0.191256	0	1.351845	0.001235	0	0.000763
Contra Cos	2025	LHDT1	Aggregate	Aggregate	Gasoline	12430.74	475719.7	475719.7	0	185199.6	0	0.164561	0.036191	0.641931	0.001481	0	0.000277	0.002	0.0273	0.00161	0	0.000301	0.008	0.078	868.6628	118.9201	25.85241	0.007385	0.113687	0.033241	0.009346	0.003012	0.051703	0.03596	0.414766	0.160513	0.046742	0.258709	2.71959	0.052473	0.605226	0.175742	0.046742	0.258709	2.71959	0.044944	1.047148	3.758307	3.119011	0.008588	0.001176	0.000256
Contra Cos	2025	LHDT1	Aggregate	Aggregate	Diesel	8454.896	323503.4	323503.4	0	106352	0	1.734884	2.023212	0	0.039655	0.026567	0	0.003	0.0273	0.041448	0.027768	0	0.012	0.078	635.3289	132.4519	0	0.008736	0.005098	0	0.100096	0.020868	0	0.188076	0.10976	0	0	0	0	0.214112	0.124954	0	0	0	0	0.167345	0.531534	0.909745	0	0.00602	0.001255	0
Contra Cos	2025	LHDT1	Aggregate	Aggregate	Electricity	99.92339	7064.29	0	7064.29	1397.401	4625.651	0	0	0	0	0	0	0	0.002	0.01365	0	0	0	0.008	0.039	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2025	LHDT2	Aggregate	Aggregate	Gasoline	1447.495	54363.71	54363.71	0	21565.52	0	0.151333	0.035398	0.631839	0.001323	0	0.000222	0.002	0.03185	0.001439	0	0.000242	0.008	0.091	976.7171	137.3468	25.43301	0.005628	0.111502	0.031806	0.009215	0.002918	0.050359	0.025972	0.405982	0.155323	0.043635	0.236696	2.572684	0.037898	0.592408	0.170059	0.043635	0.236696	2.572684	0.044982	0.861465	3.766325	3.087837	0.009656	0.001358	0.000251
Contra Cos	2025	LHDT2	Aggregate	Aggregate	Diesel	3354.244	132489.8	132489.8	0	42192.17	0	1.262443	1.936581	0	0.03484	0.026595	0	0.003	0.03185	0.036415	0.027797	0	0.012	0.091	761.8251	210.5375	0	0.007753	0.005098	0	0.120026	0.03317	0	0.166926	0.10976	0	0	0	0	0.190034	0.124954	0	0	0	0	0.182961	0.436701	0.909745	0	0.007219	0.001995	0
Contra Cos	2025	LHDT2	Aggregate	Aggregate	Electricity	25.67366	1724.75	0	1724.75	340.4571	1112.473	0	0	0	0	0	0	0	0.002	0.015925	0	0	0	0.008	0.0455	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2025	MCY	Aggregate	Aggregate	Gasoline	17964.06	103167.4	103167.4	0	35928.12	0	0.606376	0	0.148458	0.001799	0	0.003309	0.001	0.0042	0.001922	0	0.003517	0.004	0.012	189.6837	0	50.92332	0.173055	0	0.193703	0.041113	0	0.008632	1.151119	0	1.449272	3.595139	3.831331	4.339573	1.375782	0	1.575339	3.595139	3.831331	4.339573	0.008735	13.68942	0	8.268265	0.001875	0	0.000503
Contra Cos	2025	MDV	Aggregate	Aggregate	Gasoline	10109.2	3847980	3847980	0	462776.2	0	0.09936	0	0.43312	0.00121	0	0.00201	0.002	0.00309	0.001316	0	0.002186	0.008	0.008828	417.4308	0	107.3385	0.003786	0	0.103626	0.007661	0	0.041888	0.015662	0	0.512942	0.105746	0.307834	1.834571	0.022851	0	0.561607	0.105746	0.307834	1.834571	0.036067	0.942845	0	4.032117	0.004127	0	0.001061
Contra Cos	2025	MDV	Aggregate	Aggregate	Diesel	1616.562	63183.59	63183.59	0	7522.922	0	0.05911	0	0	0.005558	0	0	0	0.002	0.003116	0.005809	0	0	0.008	0.008902	415.1742	0	0	0.00054	0	0	0.065411	0	0	0.011618	0	0	0	0	0.013226	0	0	0	0	0	0	0.0031	0.206814	0	0	0.003934	0	0
Contra Cos	2025	MDV	Aggregate	Aggregate	Electricity	1153.14	41979.37	0	41979.37	5869.013	16207.5	0	0	0	0	0	0	0	0.002	0.001526	0	0	0	0.008	0.004361	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2025	MDV	Aggregate	Aggregate	Plug-in Hyb	845.3729	40434.16	18878.17	21555.98	3495.617	6510.549	0.002999	0	0.116031	0.000533	0	0.001918	0.002	0.001364	0.00058	0	0.002086	0.008	0.003897	127.6664	0	95.71511	0.0004	0	0.042805	0.000542	0	0.020978	0.001269	0	0.174307	0.030917	0.026307	0.33558	0.001852	0	0.190845	0.030917	0.026307	0.33558	0.019609	0.195459	0	1.351845	0.001262	0	0.000946
Contra Cos	2025	MH	Aggregate	Aggregate	Gasoline	1677.853	15631.17	15631.17	0	167.8524	0	0.34435	0	0.436731	0.001455	0	0.000346	0.003	0.015756	0.001583	0	0.000376	0.012	0.045017	1946.413	0	31.22196	0.011664	0	0.036823	0.022784	0	0.046912	0.048165	0	0.150984	11.05645	0.25776	4.291934	0.070282	0	0.165309	11.05645	0.25776	4.291934	0.04493	1.051221	0	3.244353	0.019242	0	0.000309
Contra Cos	2025	MH	Aggregate	Aggregate	Diesel	778.3157	7429.293	7429.293	0	77.83157	0	4.276916	0	0	0.100908	0	0	0.004	0.015675	0.105471	0	0	0.016	0.044785	1080.692	0	0	0.005788	0	0	0.170264	0	0	0.124617	0	0	0	0	0	0.141868	0	0	0	0	0	0.147962	0.419202	0	0	0.01024	0	0
Contra Cos	2025	MHDT	Aggregate	Aggregate	Gasoline	731.7882	39165.72	39165.72	0	14641.62	0	0.463999	0.085991	0.443154	0.001365	0	0.000536	0.003	0.015756	0.001485	0	0.000583	0.012	0.045017	1751.742	530.0624	46.30733	0.014862	0.258426	0.048464	0.022743	0.007026	0.03277	0.073846	1.011733	0.270543	0.036541	0.300621	2.953413	0.107756	1.476319	0.296211	0.036541	0.300621	2.953413	0.044986	1.539419	15.10502	5.927203	0.017318	0.00524	0.000458
Contra Cos	2025	MHDT	Aggregate	Aggregate	Diesel	5595.422	232124.9	232124.9	0	64604.61	0	1.214993	13.4591	1.663002	0.013648	0.028116	0	0.003	0.015873	0.014265	0.029387	0	0.012	0.045351	1138.538	2275.085	0	0.001424	0.011487	0	0.179377	0.35844	0	0.030668	0.247316	0	0	0	0	0.034914	0.281551	0	0	0	0	0.210107	0.115076	7.586818	0	0.010781	0.021544	0
Contra Cos	2025	MHDT	Aggregate	Aggregate	Electricity	48.08819	2656.929	0	2656.929	606.944	2924.601	0	0	0	0	0	0	0	0.003	0.00793	0	0	0	0.012	0.022657	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2025	MHDT	Aggregate	Aggregate	Natural Ga	55.40225	2558.295	2558.295	0	509.9158	0	0.121566	6.421413	0	0.001216	0.018742	0	0.003	0.015965	0.001322	0.020384	0	0.012	0.045615	972.0574	5288.024	0	0.742674	16.80379	0	0.19816	1.077998	0	0.010611	0.240093	0	0	0	0	0.757953	17.1495	0	0	0	0	1.06	2.956275	36.16306	0	0	0	0
Contra Cos	2025	OBUS	Aggregate	Aggregate	Gasoline	244.7271	11139.07	11139.07	0	4896.501	0	0.586449	0.064162	0.43641	0.000909	0	0.000263	0.003	0.01568	0.000989	0	0.000286	0.012	0.044799	1755.298	379.5355	32.01597	0.01631	0.193926	0.0375	0.027537	0.005036	0.031462	0.080045	0.747462	0.200778	0.0376	0.182853	3.267475	0.116802	1.090695	0.219827	0.0376	0.182853	3.267475	0.044942	1.762769	5.781888	4.229353	0.017353	0.003752	0.000317
Contra Cos	2025	OBUS	Aggregate	Aggregate	Diesel	135.9959	9269.808	9269.808	0	1588.796	0	1.850306	12.0647	1.546118	0.037676	0.012916	0	0.003	0.019949	0.03938	0.0135	0	0.012	0.056997	1401.028	2530.586	0	0.00418	0.039626	0	0.220733	0.398695	0	0.089984	0.853144	0	0	0	0	0.10244	0.97124	0	0	0	0	0.207498	0.266886	13.30447	0	0.013267	0.023963	0
Contra Cos	2025	OBUS	Aggregate	Aggregate	Electricity	3.359437	125.5876	0	125.5876	27.19961	139.1318	0	0	0	0	0	0	0	0.003	0.00784	0	0	0	0.012	0.022399	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2025	OBUS	Aggregate	Aggregate	Natural Ga	1.145249	56.92923	56.92923	0	10.19272	0	0.22151	1.538003	0	0.000912	0.003885	0	0.003	0.016148	0.000992	0.004225	0	0.012	0.046137	1035.495	1224.879	0	0.772758	4.244165	0	0.211092	0.2497	0	0.011041	0.060641	0	0	0	0	0.788656	4.331482	0	0	0	0	1.06	3.208421	7.321396	0	0	0	0
Contra Cos	2025	SBUS	Aggregate	Aggregate	Gasoline	79.00692	4347.724	4347.724	0	316.0277	0	0.216313	0.902881	0.661006	0.00099	0	0.000671	0.002	0.015721	0.001077	0	0.000729	0.008	0.044917	783.4347	2512.864	53.827	0.004406	2.526695	0.063086	0.015896	0.091077	0.065928	0.020247	10.64152	0.344692	0.075875	0.176165	1.065117	0.029545	15.52808	0.377394	0.075875	0.176165	1.065117	0.045	0.479583	82.24088	8.626186	0.007745	0.024842	0.000532
Contra Cos	2025	SBUS	Aggregate	Aggregate	Diesel	432.811	9986.146	9986.146	0	6267.104	0	2.987256	18.67851	0.560008	0.015429	0.01306	0	0.003	0.015721	0.016126	0.01365	0	0.012	0.044917	1133.5	2237.608	0	0.002283	0.007864	0	0.178583	0.352536	0	0.04916	0.169318	0	0	0	0	0.055965	0.192756	0	0	0	0	0.159251	0.158248	5.102403	0	0.010734	0.021189	0
Contra Cos	2025	SBUS	Aggregate	Aggregate	Electricity	2.263673	79.45481	0	79.45481	25.8381	83.70211	0	0	0	0	0	0	0.002541	0.00786	0	0	0	0.010165	0.022459	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2025	SBUS	Aggregate	Aggregate	Natural Ga	20.01499	488.374	488.374	0	289.817	0	0.59952	5.292773	0	0.003378	0.010835	0	0.003	0.015721	0.003674	0.011785	0	0.012	0.044917	1286.206	4081.46	0	3.525288	15.52677	0	0.262202	0.832032	0	0.050369	0.221847	0	0	0	0	3.597815	15.84621	0	0	0	0	1.06	12.06603	19.57035	0	0	0	0
Contra Cos	2025	UBUS	Aggregate	Aggregate	Gasoline	102.7093	5605.508	5605.508	0	410.8371	0	0.158149	0	0.759744	0.001128	0	0.000473	0.002504	0.035199	0.001226	0	0.000515	0.010015	0.10057	1389.421	0	71.551	0.002942	0	0.092414	0.014952	0	0.074889	0.009477	0	0.385671	0.049896	0.103699	0.564118	0.013829	0	0.422261	0.049896	0.103699	0.564118	0.045	0.455604	0	7.561036	0.013736	0	0.000707
Contra Cos	2025	UBUS	Aggregate	Aggregate	Diesel	212.2508	21953.89	21953.89	0	849.0034	0	0.355603	0	0	0.006462	0	0	0.007718	0.0385	0.006755	0	0	0.030871	0.11	1273.782	0	0	0.003016	0	0	0.200685	0	0	0.064939	0	0	0	0	0	0.073928	0	0	0	0	0	0.22	0.073138	0	0	0.01207	0	0
Contra Cos	2025	UBUS	Aggregate	Aggregate	Electricity	12.11222	336.0646	0	336.0646	48.44887	585.8427	0	0	0	0	0	0	0.005752	0.01925	0	0	0	0.023008	0.055	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2025	UBUS	Aggregate	Aggregate	Natural Ga	22.13921	2017.972	2017.972	0	88.55685	0	0.056666	0	0	0.000276	0	0	0.007904	0.0385	0.000288	0	0	0.031616	0.11	1276.152	0	0	4.154264	0	0	0.260152	0	0	0.059356	0	0	0	0	0	4.239731	0	0	0	0	0	0.97	47.44472	0	0	0	0	0

Attachment 1 to Agenda

Source: EMFAC2021 (v1.0.1) E
Region Type: County
Region: Contra Costa
Calendar Year: 2030
Season: Annual
Vehicle Classification: EMFAC2021 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX and DIURN

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Cor	NOx_RUNEX	NOx_IDLEX	NOx_STREX	PM2.5_RU	PM2.5_IDL	PM2.5_STF	PM2.5_PM	PM10_RUN	PM10_IDLE	PM10_STR	PM10_PM	PM10_PMI	CO2_RUNE	CO2_IDLEX	CO2_STREX	CH4_RUNE	CH4_IDLEX	CH4_STREX	N2O_RUNE	N2O_IDLEX	N2O_STREX	ROG_RUNI	ROG_IDLEX	ROG_STREX	ROG_HOTS	ROG_RUNI	ROG_DIUR	TOG_RUNE	TOG_IDLEX	TOG_STREX	TOG_HOTS	TOG_RUNI	TOG_DIUR	NH3_RUNE	CO_RUNEX	CO_IDLEX	CO_STREX	SOx_RUNE	SOx_IDLEX	SOx_STREX
Contra Cos	2030	HHDT	Aggregate	Aggregate	Gasoline	0.592934	98.03355	98.03355	0	11.86343	0	2.781839	0	0.002468	0.001531	0	0.000578	0.005	0.032234	0.001665	0	0.000628	0.02	0.092097	1907.371	0	47.82597	0.087899	0	0.000289	0.118042	0	0.000163	0.407194	0	0.001566	0.035536	0.316203	2.247188	0.594176	0	0.001714	0.035536	0.316203	2.247188	0.045	26.2369	0	5.705746	0.018856	0	0.000473
Contra Cos	2030	HHDT	Aggregate	Aggregate	Diesel	5550.319	609871.1	609871.1	0	81555.31	0	1.585998	61.1426	2.878165	0.025062	0.024995	0	0.008802	0.028228	0.026195	0.026125	0	0.033209	0.080661	1474.421	10731.08	0	0.000664	0.233952	0	0.232296	1.690686	0	0.014288	5.036924	0	0	0	0	0.016266	5.734155	0	0	0	0	0.216984	0.063416	73.84791	0	0.013962	0.101617	0
Contra Cos	2030	HHDT	Aggregate	Aggregate	Electricity	311.1422	31681.21	0	31681.21	3898.393	58465.07	0	0	0	0	0	0	0.008575	0.015629	0	0	0	0.034299	0.044655	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2030	HHDT	Aggregate	Aggregate	Natural Ga	548.366	33832.28	33832.28	0	4849.832	0	0.683354	11.52964	0	0.001454	0.026978	0	0.009	0.051789	0.001581	0.029341	0	0.036	0.147969	1321.217	10252.62	0	1.703442	30.25307	0	0.269339	2.090064	0	0.029863	0.441428	0	0	0	0	1.744781	30.88593	0	0	0	0	0.810375	11.30894	75.4483	0	0	0	0
Contra Cos	2030	LDA	Aggregate	Aggregate	Gasoline	333255.2	12895800	12895800	0	1538364	0	0.02729	0	0.21332	0.000878	0	0.00156	0.002	0.002573	0.000955	0	0.001697	0.008	0.007352	253.3305	0	63.62814	0.001452	0	0.054354	0.00372	0	0.029682	0.005	0	0.238298	0.076865	0.221168	1.336043	0.007297	0	0.260906	0.076865	0.221168	1.336043	0.039182	0.551253	0	2.513394	0.002504	0	0.000629
Contra Cos	2030	LDA	Aggregate	Aggregate	Diesel	715.3612	20778.69	20778.69	0	3055.121	0	0.091609	0	0	0.006361	0	0	0	0.002	0.002651	0.006649	0	0	0.008	0.007574	222.1918	0	0	0.000624	0	0	0.035006	0	0	0.013436	0	0	0	0	0.015296	0	0	0	0	0	0.0031	0.242652	0	0	0.002105	0	0
Contra Cos	2030	LDA	Aggregate	Aggregate	Electricity	32020.11	1458818	0	1458818	154883.5	563224.3	0	0	0	0	0	0	0.002	0.001535	0	0	0	0.008	0.004385	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2030	LDA	Aggregate	Aggregate	Plug-in HyE	1295.142	564698.9	251582.3	313116.6	53554.14	94570.55	0.002862	0	0.116031	0.000389	0	0.001508	0.002	0.001377	0.000423	0	0.001641	0.008	0.003933	121.8309	0	62.03628	0.000376	0	0.042054	0.000501	0	0.020276	0.001211	0	0.174307	0.041315	0.050659	0.51611	0.001767	0	0.190845	0.041315	0.050659	0.51611	0.018224	0.186553	0	1.351845	0.001204	0	0.000613
Contra Cos	2030	LDT1	Aggregate	Aggregate	Gasoline	27525.38	984324.1	984324.1	0	120953.4	0	0.066731	0	0.301607	0.00119	0	0.002064	0.002	0.003119	0.001294	0	0.002245	0.008	0.008911	304.155	0	78.78985	0.003272	0	0.079265	0.006056	0	0.034939	0.01358	0	0.384486	0.14067	0.415089	2.393436	0.019816	0	0.420964	0.14067	0.415089	2.393436	0.037965	0.890501	0	3.83885	0.003007	0	0.000779
Contra Cos	2030	LDT1	Aggregate	Aggregate	Diesel	1.355208	20.76697	20.76697	0	4.077487	0	1.017633	0	0	0.11698	0	0	0	0.002	0.003364	0.122269	0	0	0.008	0.009612	403.7389	0	0	0.008875	0	0	0.063609	0	0	0.191064	0	0	0	0	0.217513	0	0	0	0	0	0.0031	1.476463	0	0	0.003826	0	0
Contra Cos	2030	LDT1	Aggregate	Aggregate	Electricity	214.06	10290.09	0	10290.09	1050.971	3972.825	0	0	0	0	0	0	0.002	0.001531	0	0	0	0.008	0.004375	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2030	LDT1	Aggregate	Aggregate	Plug-in HyE	159.174	8056.115	3331.527	4724.589	658.1844	1426.967	0.002657	0	0.116031	0.000237	0	0.000982	0.002	0.001384	0.000258	0	0.001068	0.008	0.003954	113.0868	0	67.72056	0.000352	0	0.042457	0.000473	0	0.020652	0.001124	0	0.174307	0.023231	0.020067	0.275898	0.00164	0	0.190845	0.023231	0.020067	0.275898	0.017369	0.173164	0	1.351845	0.001118	0	0.000669
Contra Cos	2030	LDT2	Aggregate	Aggregate	Gasoline	166906.7	6812636	6812636	0	773330.5	0	0.040049	0	0.261327	0.000927	0	0.001585	0.002	0.003021	0.001008	0	0.001724	0.008	0.008631	314.2774	0	79.48653	0.001879	0	0.064634	0.004459	0	0.033768	0.006655	0	0.282106	0.069769	0.204878	1.257389	0.009711	0	0.308871	0.069769	0.204878	1.257389	0.039619	0.633611	0	2.892914	0.003107	0	0.000786
Contra Cos	2030	LDT2	Aggregate	Aggregate	Diesel	670.9399	27320.38	27320.38	0	3118.373	0	0.032	0	0	0.004116	0	0	0	0.002	0.003044	0.004302	0	0	0.008	0.008696	294.3364	0	0	0.000541	0	0	0.046373	0	0	0.011641	0	0	0	0	0.013253	0	0	0	0	0	0.0031	0.12444	0	0	0.002789	0	0
Contra Cos	2030	LDT2	Aggregate	Aggregate	Electricity	2766.702	95303.84	0	95303.84	13771.55	36795.15	0	0	0	0	0	0	0.002	0.001531	0	0	0	0.008	0.004374	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2030	LDT2	Aggregate	Aggregate	Plug-in HyE	2472.68	117466.3	50256.06	67210.2	10224.53	20299.48	0.002748	0	0.116031	0.000302	0	0.001206	0.002	0.001381	0.000328	0	0.001312	0.008	0.003947	116.9957	0	74.28977	0.000363	0	0.042305	0.000486	0	0.02051	0.001163	0	0.174307	0.026967	0.02613	0.321663	0.001697	0	0.190845	0.026967	0.02613	0.321663	0.01796	0.179149	0	1.351845	0.001157	0	0.000734
Contra Cos	2030	LHDT1	Aggregate	Aggregate	Gasoline	11808.94	454705.8	454705.8	0	175935.5	0	0.097487	0.032001	0.551097	0.001354	0	0.000208	0.002	0.0273	0.001473	0	0.000226	0.008	0.078	814.959	114.7231	25.39822	0.004278	0.103228	0.027573	0.005724	0.002855	0.047308	0.019467	0.366935	0.131584	0.037379	0.219881	2.309334	0.028406	0.535431	0.144068	0.037379	0.219881	2.309334	0.045	0.809242	3.765791	3.217488	0.008057	0.001134	0.000251
Contra Cos	2030	LHDT1	Aggregate	Aggregate	Diesel	8017.329	303654	303654	0	100847.9	0	1.094952	1.689921	0	0.030102	0.0262	0	0.003	0.0273	0.031463	0.027384	0	0.012	0.078	625.8055	127.0384	0	0.006741	0.005098	0	0.098596	0.020015	0	0.145134	0.10976	0	0	0	0	0.165225	0.124954	0	0	0	0	0.18952	0.396703	0.909745	0	0.00593	0.001204	0
Contra Cos	2030	LHDT1	Aggregate	Aggregate	Electricity	1059.661	65548.18	0	65548.18	14844.63	42939.65	0	0	0	0	0	0	0.002	0.01365	0	0	0	0.008	0.039	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2030	LHDT2	Aggregate	Aggregate	Gasoline	1369.289	51634.06	51634.06	0	20400.37	0	0.08235	0.030725	0.542985	0.001185	0	0.000152	0.002	0.03185	0.001289	0	0.000165	0.008	0.091	920.0102	132.7237	24.62049	0.002843	0.099415	0.026318	0.005556	0.002705	0.045757	0.01177	0.352665	0.124112	0.034443	0.201566	2.239426	0.017175	0.514608	0.135887	0.034443	0.201566	2.239426	0.045	0.658333	3.775547	3.13687	0.009095	0.001312	0.000243
Contra Cos	2030	LHDT2	Aggregate	Aggregate	Diesel	3444.892	131547.7	131547.7	0	43332.41	0	0.878631	1.619653	0	0.028705	0.026728	0	0.003	0.03185	0.030003	0.027936	0	0.012	0.091	739.5239	202.4841	0	0.006433	0.005098	0	0.116512	0.031901	0	0.13849	0.10976	0	0	0	0	0.157661	0.124954	0	0	0	0	0.197923	0.361295	0.909745	0	0.007007	0.001919	0
Contra Cos	2030	LHDT2	Aggregate	Aggregate	Electricity	267.3691	15828.5	0	15828.5	3545.704	10209.95	0	0	0	0	0	0	0.002	0.015925	0	0	0	0.008	0.0455	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2030	MCY	Aggregate	Aggregate	Gasoline	17810.29	102622.5	102622.5	0	35620.58	0	0.543222	0	0.120393	0.001845	0	0.003167	0.001	0.0042	0.001975	0	0.003379	0.004	0.012	187.1794	0	46.10225	0.152999	0	0.171769	0.038433	0	0.007191	0.975931	0	1.260607	3.593625	3.868698	4.216616	1.185932	0	1.370939	3.593625	3.868698	4.216616	0.008925	11.88386	0	8.104801	0.00185	0	0.000456
Contra Cos	2030	MDV	Aggregate	Aggregate	Gasoline	101432.1	3907256	3907256	0	463218.1	0	0.059259	0	0.317631	0.000943	0	0.001636	0.002	0.003086	0.001026	0	0.00178	0.008	0.008816	385.0433	0	97.97895	0.002497	0	0.076628	0.005498	0	0.036305	0.009652	0	0.357695	0.086864	0.267113	1.611071	0.014084	0	0.391631	0.086864	0.267113	1.611071	0.038944	0.728939	0	3.172324	0.003807	0	0.000969
Contra Cos	2030	MDV	Aggregate	Aggregate	Diesel	1494.7	55524.33	55524.33	0	6801.512	0	0.034604	0	0	0.00361	0	0	0.002	0.00317	0.003773	0	0	0.008	0.009057	392.5235	0	0	0.000404	0	0	0.061842	0	0	0.008694	0	0	0	0	0	0.009898	0	0	0	0	0	0.0031	0.186426	0	0	0.003719	0	0
Contra Cos	2030	MDV	Aggregate	Aggregate	Electricity	2760.866	94565.67	0	94565.67	13718.55	36510.15	0	0	0	0	0	0	0.002	0.001532	0	0	0	0.008	0.004377	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2030	MDV	Aggregate	Aggregate	Plug-in HyE	1557.997	71217.48	30635.73	40581.75	6442.318	12256.9	0.002763	0	0.116031	0.000332	0	0.00133	0.002	0.001381	0.000361	0	0.001446	0.008	0.003947	117.6349	0	91.01587	0.000363	0	0.04213	0.000485	0	0.020347	0.001169	0	0.174307	0.02989	0.030602	0.358411	0.001706	0	0.190845	0.02989	0.030602	0.358411	0.018067	0.180128	0	1.351845	0.001163	0	0.0009
Contra Cos	2030	MH	Aggregate	Aggregate	Gasoline	1368.274	13511.66	13511.66	0	136.8822	0	0.218251	0	0.478789	0.001313	0	0.00031	0.003	0.015756	0.001428	0	0.000337	0.012	0.045017	1945.294	0	30.64031	0.006882	0	0.035213	0.017446	0	0.053042	0.024399	0	0.137271	8.2311	0.199221	3.453963	0.035603	0	0.150295	8.2311	0.199221	3.453963	0.045	0.410637	0	2.9068	0.019231	0	0.000303
Contra Cos	2030	MH	Aggregate	Aggregate	Diesel	767.7373	7222.074	7222.074	0	76.77373	0	3.75908	0	0	0.079915	0	0	0.004	0.015675	0.083529	0	0	0.016	0.044785	1082.622	0	0	0.005345	0	0	0.170568	0	0	0.115071	0	0	0	0	0	0.131	0	0	0	0	0	0.16706	0.377852	0	0	0.010258	0	0
Contra Cos	2030	MHDT	Aggregate	Aggregate	Gasoline	687.7624	39226.82	39226.82	0	13760.75	0	0.204247	0.074094	0.361134	0.001343	0	0.000472	0.003	0.015756	0.00146	0	0.000513	0.012	0.045017	1662.564	506.0624	42.40438	0.006892	0.270964	0.042257	0.012477	0.006614	0.030288	0.031525	1.02147	0.220174	0.024004	0.206532	2.094264	0.046001	1.490526	0.241063	0.024004	0.206532	2.094264	0.045	0.602399	15.21811	4.669167	0.016436	0.005003	0.000419
Contra Cos	2030	MHDT	Aggregate	Aggregate	Diesel	5684.068	2221424.4	2221424.4	0	65775.55	0	0.773416	11.90918	1.564248	0.007037	0.010741	0	0.003	0.015872	0.007355	0.011227	0	0.012	0.04535	1106.935	2179.126	0	0.000734	0.009369	0	0.174398	0.343322	0	0.015796	0.201721	0	0	0	0	0.017982	0.229644	0	0	0	0	0.215324	0.07464	7.56946	0	0.010482	0.020635	0
Contra Cos	2030	MHDT	Aggregate	Aggregate	Electricity	528.836	28323.01	0	28323.01	6642.972	30929.37	0	0	0	0	0	0	0.003	0.007925	0	0	0	0.012	0.022643	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2030	MHDT	Aggregate	Aggregate	Natural Ga	76.83759	3248.902	3248.902	0	727.5314	0	0.093737	6.274657	0	0.001354	0.020031	0	0.003	0.01596	0.001473	0.021785	0	0.012	0.045601	951.7304	5240.519	0	0.756664	15.79584	0	0.194016	1.068314	0	0.010811	0.225691	0	0	0	0	0.772231	16.12081	0	0	0	0	1.06	2.94175	39.14627	0	0	0	0
Contra Cos	2030	OBUS	Aggregate	Aggregate	Gasoline	205.9348	8870.419	8870.419	0	4120.344	0	0.374235	0.058254	0.414027	0.001038	0	0.000265	0.003	0.01568	0.001129	0	0.000288	0.012	0.044799	1666.231	369.0236	30.73398	0.009921	0.194474	0.035426	0.01852	0.004577	0.029647	0.047237	0.74876	0.189296	0.037433	0.209258	3.756038	0.068928	1.092589	0.207255	0.037433	0.209258	3.756038	0.045	1.030338	5.789646	3.890926	0.016472	0.003648	0.000304
Contra Cos	2030	OBUS	Aggregate	Aggregate	Diesel	158.2212	9585.81	9585.81	0	1847.668	0	1.707753	9.911477	1.399815	0.034883	0.010481	0	0.003	0.020322	0.03646	0.010955	0	0.012	0.058063	1330.199	2388.167	0	0.003914	0.039258	0	0.209573	0.376257	0	0.084277	0.845211	0	0	0	0	0.095942	0.962208	0	0	0	0	0.208417	0.249919	13.29862	0	0.012596	0.022615	0
Contra Cos	2030	OBUS	Aggregate	Aggregate	Electricity	11.99132	1066.507	0	1066.507	239.9224	1181.527	0	0	0	0	0	0	0.003	0.00784	0	0	0	0.012	0.022399	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2030	OBUS	Aggregate	Aggregate	Natural Ga	1.698751	77.71889	77.71889	0	15.11889	0	0.151727	1.510236	0	0.001245	0.004547	0	0.003	0.016148	0.001354	0.004946	0	0.012	0.046137	974.3562	1191.903	0	0.810992	3.901335	0	0.198629	0.242977	0	0.011587	0.055742	0	0	0	0	0.827677	3.981598	0	0	0	0	1.06	3.31143	8.81471	0	0	0	0
Contra Cos	2030	SBUS	Aggregate	Aggregate	Gasoline	91.44368	5097.797	5097.797	0	365.7747	0	0.201312	0.818167	0.700946	0.001022	0	0.000693	0.002	0.015721	0.001111	0	0.000754	0.008	0.044917	769.8396	2472.604	52.91942	0.003866	2.531952	0.065055	0.015411	0.081696	0.068074	0.017567	10.64152	0.353801	0.092321	0.261655	1.533365	0.025634	15.52808	0.387368	0.092321	0.261655	1.533365	0.045	0.417391	82.24088	8.458233	0.007611	0.024444	0.000523
Contra Cos	2030	SBUS	Aggregate	Aggregate	Diesel	435.82	9545.934	9545.934	0	6310.674	0	2.315579	16.25128	0.592129	0.012893	0.009299	0	0.003	0.015721	0.013476	0.009719	0	0.012	0.044917	1117.504	2187.25	0	0.002015	0.007901	0	0.176063	0.344602	0	0.043382	0.170106	0	0	0	0	0.049387	0.193653	0	0	0	0	0.173605	0.145537	5.530085	0	0.010582	0.020712	0
Contra Cos	2030	SBUS	Aggregate	Aggregate	Electricity	23.19598	792.5426	0	792.5426	274.6657	834.9085	0	0	0	0	0	0	0.002	0.00786	0	0	0	0.010	0.022459	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2030	SBUS	Aggregate	Aggregate	Natural Ga	22.17915	504.6717	504.6717	0	321.154	0	0.539804	5.259875	0	0.003378	0.01162	0	0.003	0.015721	0.003674	0.012638	0	0.012	0.044917	1255.188	4100.575	0	3.360775	15.12059	0	0.255878	0.835929	0	0.048019	0.216043	0	0	0	0	3.429917	15.43167	0	0	0	0	1.06	11.29184	21.33958	0	0	0	0
Contra Cos	2030	UBUS	Aggregate	Aggregate	Gasoline	93.90447	4979.043	4979.043	0	375.6179	0	0.079299	0	0.497717	0.001222	0	0.000441	0.002	0.00433	0.001329	0	0.00048	0.009	0.099227	1272.317	0	64.9227	0.002516	0	0.05869	0.008908	0	0.057843	0.007749	0	0.234398	0.0241	0.090896	0.317817	0.011307	0	0.256636	0.0241	0.090896	0.317817	0.045	0.4344	0	7.909048	0.012578	0	0.000642
Contra Cos	2030	UBUS	Aggregate	Aggregate	Diesel	152.1131	15476.15	15476.15	0	608.4525	0	0.341937	0	0	0.006213	0	0	0.007458	0.0385	0.006494	0	0	0.028833	0.11	1184.043	0	0	0.002928	0	0	0.186547	0	0	0.063036	0	0	0	0	0	0.071761	0	0	0	0	0	0.22	0.070361	0	0	0.011219	0	0
Contra Cos	2030	UBUS	Aggregate	Aggregate	Electricity	70.93313	6034.227	0	6034.227	283.7325	10519.13	0	0	0	0	0	0	0.00769	0.01925	0	0	0	0.03076	0.055	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contra Cos	2030	UBUS	Aggregate	Aggregate	Natural Ga	37.40027	3864.256	3864.256	0	149.6011	0	0.056334	0	0	0.000275	0	0	0.007861	0.0385	0.000287	0	0	0.031442	0.11	1272.507	0	0	4.139806	0	0	0.259409	0	0	0.05915	0	0	0	0	0	4.224976	0	0	0	0	0	0.97	47.19366	0	0	0	0	0

Attachment 4: Project Construction Emissions and Health Risk Calculations

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA

Year	Unmitigated DPM	DPM EMFAC2021	Unmitigated Emissions	Unmitigated Fug PM2.5	Fug PM2.5 EMFAC2021	Unmitigated Emissions
2022	0.0068	0.0004	0.0072	0.0071	0.0004	0.0075
2023	0.0055	0.0011	0.0066	0.0000	0.0013	0.0013
2024	0.0025	0.0007	0.0033	0.0000	0.0009	0.0009

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA

DPM Emissions and Modeling Emission Rates - Unmitigated

Construction Year	Activity	DPM (ton/year)	Area Source	DPM Emissions (lb/yr)	DPM Emissions (lb/hr)	DPM Emissions (g/s)	Modeled Area (m^2)	DPM Emission Rate ($g/s/m^2$)
2022	Construction	0.0072	CON_DPM	14.4	0.00438	5.52E-04	23467	2.35E-08
2023	Construction	0.0066	CON_DPM	13.2	0.00403	5.08E-04	23467	2.16E-08
2024	Construction	0.0033	CON_DPM	6.5	0.00198	2.50E-04	23467	1.06E-08
Total		***0.0171***		***34.2***	***0.0104***	***0.0013***		

Construction Hours

hr/day =	9	(7am - 4pm)
days/yr =	365	
hours/year =	3285	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA

PM2.5 Fugitive Dust Emissions for Modeling - Unmitigated

Construction Year	Activity	Area Source	PM2.5 Emissions (ton/year)	PM2.5 Emissions (lb/yr)	PM2.5 Emissions (lb/hr)	PM2.5 Emissions (g/s)	Modeled Area (m^2)	PM2.5 Emission Rate $g/s/m^2$
2022	Construction	CON_FUG	0.0075	15.0	0.00456	5.75E-04	23,467	2.45E-08
2023	Construction	CON_FUG	0.0013	2.7	0.00082	1.03E-04	23,467	4.38E-09
2024	Construction	CON_FUG	0.0009	1.8	0.00056	7.04E-05	23,467	3.00E-09
Total			***0.0098***	***19.5***	***0.0059***	***0.0007***		

Construction Hours

hr/day =	9	(7am - 4pm)
days/yr =	365	
hours/year =	3285	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Construction Health Impact Summary

Maximum Impacts at MEI Residential Location - Without Mitigation

Emissions Year	Maximum Concentrations Exhaust PM10/DPM ($\mu g/m^3$)	Maximum Concentrations Fugitive PM2.5 ($\mu g/m^3$)	Cancer Risk (per million) Infant/Child	Cancer Risk (per million) Adult	Hazard Index (-)	Maximum Annual PM2.5 Concentration ($\mu g/m^3$)
2022	0.0048	0.0061	0.86	0.01	0.001	0.01
2023	0.0045	0.0011	0.73	0.01	0.001	0.01
2024	0.0022	0.0008	0.06	0.01	0.0004	0.003
Total	-	-	**1.65**	**0.03**	-	-
Maximum	0.0048	0.0061	**-**	**-**	**0.001**	**0.01**

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Construction Impacts - Without Mitigation
Maximum DPM Cancer Risk and PM2.5 Calculations From Construction
Impacts at Off-Site MEI Location - 1.5 meter receptor height

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air ($\mu g/m^3$)
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Values

	Infant/Child			Adult
Age -->	**3rd Trimester**	**0 - 2**	**2 - 16**	**16 - 30**
Parameter				
ASF =	10	10	3	1
CPF =	1.10E+00	1.10E+00	1.10E+00	1.10E+00
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Exposure Year	Exposure Duration (years)	Age	Infant/Child - Exposure Information: DPM Conc (ug/m3) Year	Infant/Child - Exposure Information: DPM Conc (ug/m3) Annual	Infant/Child - Exposure Information: Age Sensitivity Factor	Infant/Child Cancer Risk (per million)	Adult - Exposure Information: Modeled DPM Conc (ug/m3) Year	Adult - Exposure Information: Modeled DPM Conc (ug/m3) Annual	Adult - Exposure Information: Age Sensitivity Factor	Adult Cancer Risk (per million)	Maximum Hazard Index	Maximum Fugitive PM2.5	Maximum Total PM2.5
0	0.25	-0.25 - 0*	2022	0.0048	10	0.07	2022	0.0048	-	-			
1	1	0 - 1	2022	0.0048	10	0.79	2022	0.0048	1	0.01	0.001	0.01	0.01
2	1	1 - 2	2023	0.0045	10	0.73	2023	0.0045	1	0.01	0.001	0.001	0.01
3	1	2 - 3	2024	0.0022	3	0.06	2024	0.0022	1	0.01	0.0004	0.001	0.003
4	1	3 - 4		0.0000	3	0.00		0.0000	1	0.00			
5	1	4 - 5		0.0000	3	0.00		0.0000	1	0.00			
6	1	5 - 6		0.0000	3	0.00		0.0000	1	0.00			
7	1	6 - 7		0.0000	3	0.00		0.0000	1	0.00			
8	1	7 - 8		0.0000	3	0.00		0.0000	1	0.00			
9	1	8 - 9		0.0000	3	0.00		0.0000	1	0.00			
10	1	9 - 10		0.0000	3	0.00		0.0000	1	0.00			
11	1	10 - 11		0.0000	3	0.00		0.0000	1	0.00			
12	1	11 - 12		0.0000	3	0.00		0.0000	1	0.00			
13	1	12 - 13		0.0000	3	0.00		0.0000	1	0.00			
14	1	13 - 14		0.0000	3	0.00		0.0000	1	0.00			
15	1	14 - 15		0.0000	3	0.00		0.0000	1	0.00			
16	1	15 - 16		0.0000	3	0.00		0.0000	1	0.00			
17	1	16-17		0.0000	1	0.00		0.0000	1	0.00			
18	1	17-18		0.0000	1	0.00		0.0000	1	0.00			
19	1	18-19		0.0000	1	0.00		0.0000	1	0.00			
20	1	19-20		0.0000	1	0.00		0.0000	1	0.00			
21	1	20-21		0.0000	1	0.00		0.0000	1	0.00			
22	1	21-22		0.0000	1	0.00		0.0000	1	0.00			
23	1	22-23		0.0000	1	0.00		0.0000	1	0.00			
24	1	23-24		0.0000	1	0.00		0.0000	1	0.00			
25	1	24-25		0.0000	1	0.00		0.0000	1	0.00			
26	1	25-26		0.0000	1	0.00		0.0000	1	0.00			
27	1	26-27		0.0000	1	0.00		0.0000	1	0.00			
28	1	27-28		0.0000	1	0.00		0.0000	1	0.00			
29	1	28-29		0.0000	1	0.00		0.0000	1	0.00			
30	1	29-30		0.0000	1	0.00		0.0000	1	0.00			
Total Increased Cancer Risk						**1.65**				**0.03**			

* Third trimester of pregnancy

Attachment 5: Community Risk Modeling Information and Calculations

CT-EMFAC2017 Emissions Factors for I-80 - 2022

File Name:	I-80 - 1500 Fitzgerald Dr - Contra Costa (SF) - 2022 - Annual.EF
CT-EMFAC2017 Version:	1.0.2.27401
Run Date:	10/14/2021 14:48
Area:	Contra Costa (SF)
Analysis Year:	2022
Season:	Annual

==========

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.031	0.511	0.489
Truck 2	0.029	0.937	0.048
Non-Truck	0.94	0.014	0.97

==========

Road Type:	Major/Collector		
Silt Loading Factor:	CARB	0.015 g/m2	
Precipitation Correction:	CARB	P = 60 days	N = 365 days

==========

Fleet Average Running Exhaust Emission Factors (grams/veh-mile)

Pollutant Name	<= 5 mph	10 mph	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph
PM2.5	0.011391	0.007707	0.005348	0.003896	0.003039	0.002522	0.002221	0.002074	0.002049	0.002127	0.002305	0.00255	0.002862	0.002988
TOG	0.239737	0.158704	0.105244	0.073336	0.055201	0.043854	0.036526	0.031914	0.029283	0.028249	0.028675	0.03069	0.034551	0.037341
Diesel PM	0.002872	0.002375	0.001809	0.001418	0.00121	0.001101	0.001057	0.001069	0.001134	0.00125	0.001416	0.001583	0.001739	0.001739

==========

Fleet Average Running Loss Emission Factors (grams/veh-hour)

Pollutant Name	Emission Factor
TOG	1.587206

==========

Fleet Average Tire Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.002163

==========

Fleet Average Brake Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.017255

==========

Fleet Average Road Dust Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.008272

==========END==========

I-80 Traffic Emissions and Health Risk Calculations

Analysis Year = ***2022***

Vehicle Type	2020 Caltrans Vehicles (veh/day)	2022 Vehicles (veh/day)
Truck 1 (MDT)	5,143	5,246
Truck 2 (HDT)	4,909	5,007
Non-Truck	156,947	160,086
Total	**166,999**	**170,339**

Increase From 2020	1.02
Vehicles/Direction	**85,169**
Avg Vehicles/Hour/Direction	3,549

Traffic Data Year = ***2020***

Caltrans Truck AADT		Total	Trucks by Axle			
	AADT Total	Truck	2	3	4	5
O, Pinole, Appian Way	167,000	10,053	5,143	635	247	4,027
			51.16%	6.32%	2.46%	40.06%
Percent of Total Vehicles		6.02%	3.08%	0.38%	0.15%	2.41%

Traffic Increase per Year (%) = *1.00%*

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Offsite Residential Roadway Modeling
Cumulative Operation - I-80
DPM Modeling - Roadway Links, Traffic Volumes, and DPM Emissions
Year = 2022

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
DPM_EB_I80	I-80 Eastbound	EB	4	660.9	0.41	20.6	67.7	3.4	Varied	85,169
DPM_WB_I80	I-80 Westbound	WB	4	640.6	0.40	20.6	67.7	3.4	Varied	85,169
									Total	170,339

Emission Factors - DPM

Speed Category	1	2	3	4
Travel Speed (mph)	65	35		
Emissions per Vehicle (g/VMT)	0.00174	0.00106		

Emisson Factors from CT-EMFAC2017

2022 Hourly Traffic Volumes and DPM Emissions - DPM_EB_I80

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.54%	1308	2.59E-04	9	4.33%	3686	4.44E-04	17	7.27%	6194	7.47E-04
2	0.95%	813	1.61E-04	10	4.46%	3801	7.54E-04	18	6.99%	5952	7.18E-04
3	0.75%	640	1.27E-04	11	5.00%	4262	8.46E-04	19	6.44%	5481	1.09E-03
4	0.67%	568	1.13E-04	12	5.59%	4757	9.44E-04	20	5.47%	4662	9.25E-04
5	0.96%	820	1.63E-04	13	6.26%	5333	1.06E-03	21	4.50%	3835	7.61E-04
6	1.74%	1478	2.93E-04	14	6.76%	5757	1.14E-03	22	3.53%	3010	5.97E-04
7	2.73%	2326	4.61E-04	15	7.65%	6513	1.29E-03	23	2.81%	2390	4.74E-04
8	3.81%	3242	3.91E-04	16	7.60%	6472	1.28E-03	24	2.19%	1868	3.71E-04
								Total		85,169	

2022 Hourly Traffic Volumes Per Direction and DPM Emissions - DPM_WB_I80

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	0.97%	827	1.59E-04	9	5.37%	4576	5.35E-04	17	5.49%	4678	5.47E-04
2	0.74%	632	1.22E-04	10	5.43%	4624	8.89E-04	18	5.45%	4644	5.43E-04
3	0.73%	621	1.19E-04	11	5.67%	4830	9.29E-04	19	4.77%	4061	7.81E-04
4	1.19%	1010	1.94E-04	12	5.72%	4873	9.37E-04	20	4.18%	3559	6.84E-04
5	3.26%	2779	5.34E-04	13	5.79%	4933	9.49E-04	21	3.62%	3087	5.93E-04
6	5.88%	5005	9.62E-04	14	5.85%	4980	9.58E-04	22	3.15%	2687	5.17E-04
7	5.76%	4909	9.44E-04	15	5.76%	4907	9.44E-04	23	2.48%	2109	4.05E-04
8	5.60%	4767	5.57E-04	16	5.54%	4721	9.08E-04	24	1.59%	1351	2.60E-04
								Total		85,169	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Offsite Residential Roadway Modeling
Cumulative Operation - I-80
PM2.5 Modeling - Roadway Links, Traffic Volumes, and PM2.5 Emissions
Year = 2022

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
PM25_EB_I80	I-80 Eastbound	EB	4	660.9	0.41	20.6	68	1.3	Varied	85,169
PM25_WB_I80	I-80 Westbound	WB	4	640.6	0.40	20.6	68	1.3	Varied	85,169
									Total	170,339

Emission Factors - PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	65	35		
Emissions per Vehicle (g/VMT)	0.002862	0.002221		

Emisson Factors from CT-EMFAC2017

2022 Hourly Traffic Volumes and PM2.5 Emissions - PM25_EB_I80

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.54%	1308	4.27E-04	9	4.33%	3686	9.34E-04	17	7.27%	6194	1.57E-03
2	0.95%	813	2.65E-04	10	4.46%	3801	1.24E-03	18	6.99%	5952	1.51E-03
3	0.75%	640	2.09E-04	11	5.00%	4262	1.39E-03	19	6.44%	5481	1.79E-03
4	0.67%	568	1.85E-04	12	5.59%	4757	1.55E-03	20	5.47%	4662	1.52E-03
5	0.96%	820	2.68E-04	13	6.26%	5333	1.74E-03	21	4.50%	3835	1.25E-03
6	1.74%	1478	4.83E-04	14	6.76%	5757	1.88E-03	22	3.53%	3010	9.83E-04
7	2.73%	2326	7.59E-04	15	7.65%	6513	2.13E-03	23	2.81%	2390	7.80E-04
8	3.81%	3242	8.21E-04	16	7.60%	6472	2.11E-03	24	2.19%	1868	6.10E-04
								Total		85,169	

2022 Hourly Traffic Volumes Per Direction and PM2.5 Emissions - PM25_WB_I80

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	0.97%	827	2.62E-04	9	5.37%	4576	1.12E-03	17	5.49%	4678	1.15E-03
2	0.74%	632	2.00E-04	10	5.43%	4624	1.46E-03	18	5.45%	4644	1.14E-03
3	0.73%	621	1.97E-04	11	5.67%	4830	1.53E-03	19	4.77%	4061	1.29E-03
4	1.19%	1010	3.20E-04	12	5.72%	4873	1.54E-03	20	4.18%	3559	1.13E-03
5	3.26%	2779	8.79E-04	13	5.79%	4933	1.56E-03	21	3.62%	3087	9.77E-04
6	5.88%	5005	1.58E-03	14	5.85%	4980	1.58E-03	22	3.15%	2687	8.50E-04
7	5.76%	4909	1.55E-03	15	5.76%	4907	1.55E-03	23	2.48%	2109	6.67E-04
8	5.60%	4767	1.17E-03	16	5.54%	4721	1.49E-03	24	1.59%	1351	4.27E-04
								Total		85,169	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Offsite Residential Roadway Modeling
Cumulative Operation - I-80
TOG Exhaust Modeling - Roadway Links, Traffic Volumes, and TOG Exhaust Emissions
Year = 2022

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
TEXH_EB_I80	I-80 Eastbound	EB	4	660.9	0.41	20.6	68	1.3	Varied	85,169
TEXH_WB_I80	I-80 Westbound	WB	4	640.6	0.40	20.6	68	1.3	Varied	85,169
									Total	170,339

Emission Factors - TOG Exhaust

Speed Category	1	2	3	4
Travel Speed (mph)	65	35		
Emissions per Vehicle (g/VMT)	0.03455	0.03653		

Emisson Factors from CT-EMFAC2017

2022 Hourly Traffic Volumes and TOG Exhaust Emissions - TEXH_EB_I80

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.54%	1308	5.16E-03	9	4.33%	3686	1.54E-02	17	7.27%	6194	2.58E-02
2	0.95%	813	3.20E-03	10	4.46%	3801	1.50E-02	18	6.99%	5952	2.48E-02
3	0.75%	640	2.52E-03	11	5.00%	4262	1.68E-02	19	6.44%	5481	2.16E-02
4	0.67%	568	2.24E-03	12	5.59%	4757	1.88E-02	20	5.47%	4662	1.84E-02
5	0.96%	820	3.23E-03	13	6.26%	5333	2.10E-02	21	4.50%	3835	1.51E-02
6	1.74%	1478	5.83E-03	14	6.76%	5757	2.27E-02	22	3.53%	3010	1.19E-02
7	2.73%	2326	9.17E-03	15	7.65%	6513	2.57E-02	23	2.81%	2390	9.42E-03
8	3.81%	3242	1.35E-02	16	7.60%	6472	2.55E-02	24	2.19%	1868	7.36E-03
								Total		85,169	

2022 Hourly Traffic Volumes Per Direction and TOG Exhaust Emissions - TEXH_WB_I80

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	0.97%	827	3.16E-03	9	5.37%	4576	1.85E-02	17	5.49%	4678	1.89E-02
2	0.74%	632	2.42E-03	10	5.43%	4624	1.77E-02	18	5.45%	4644	1.88E-02
3	0.73%	621	2.37E-03	11	5.67%	4830	1.85E-02	19	4.77%	4061	1.55E-02
4	1.19%	1010	3.86E-03	12	5.72%	4873	1.86E-02	20	4.18%	3559	1.36E-02
5	3.26%	2779	1.06E-02	13	5.79%	4933	1.88E-02	21	3.62%	3087	1.18E-02
6	5.88%	5005	1.91E-02	14	5.85%	4980	1.90E-02	22	3.15%	2687	1.03E-02
7	5.76%	4909	1.88E-02	15	5.76%	4907	1.87E-02	23	2.48%	2109	8.06E-03
8	5.60%	4767	1.93E-02	16	5.54%	4721	1.80E-02	24	1.59%	1351	5.16E-03
								Total		85,169	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Offsite Residential Roadway Modeling
Cumulative Operation - I-80
TOG Evaporative Emissions Modeling - Roadway Links, Traffic Volumes, and TOG Evaporative Emissions
Year = 2022

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
TEVAP_EB_I80	I-80 Eastbound	EB	4	660.9	0.41	20.6	68	1.3	Varied	85,169
TEVAP_WB_I80	I-80 Westbound	WB	4	640.6	0.40	20.6	68	1.3	Varied	85,169
									Total	170,339

Emission Factors - PM2.5 - Evaporative TOG

Speed Category	1	2	3	4
Travel Speed (mph)	65	35		
Emissions per Vehicle per Hour (g/hour)	1.58721	1.58721		
Emissions per Vehicle per Mile (g/VMT)	0.02442	0.04535		

Emisson Factors from CT-EMFAC2017

2022 Hourly Traffic Volumes and TOG Evaporative Emissions - TEVAP_EB_I80

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.54%	1308	3.64E-03	9	4.33%	3686	1.91E-02	17	7.27%	6194	3.20E-02
2	0.95%	813	2.26E-03	10	4.46%	3801	1.06E-02	18	6.99%	5952	3.08E-02
3	0.75%	640	1.78E-03	11	5.00%	4262	1.19E-02	19	6.44%	5481	1.53E-02
4	0.67%	568	1.58E-03	12	5.59%	4757	1.33E-02	20	5.47%	4662	1.30E-02
5	0.96%	820	2.29E-03	13	6.26%	5333	1.49E-02	21	4.50%	3835	1.07E-02
6	1.74%	1478	4.12E-03	14	6.76%	5757	1.60E-02	22	3.53%	3010	8.39E-03
7	2.73%	2326	6.48E-03	15	7.65%	6513	1.81E-02	23	2.81%	2390	6.66E-03
8	3.81%	3242	1.68E-02	16	7.60%	6472	1.80E-02	24	2.19%	1868	5.20E-03
								Total		85,169	

2022 Hourly Traffic Volumes Per Direction and TOG Evaporative Emissions - TEVAP_WB_I80

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	0.97%	827	2.23E-03	9	5.37%	4576	2.29E-02	17	5.49%	4678	2.35E-02
2	0.74%	632	1.71E-03	10	5.43%	4624	1.25E-02	18	5.45%	4644	2.33E-02
3	0.73%	621	1.68E-03	11	5.67%	4830	1.30E-02	19	4.77%	4061	1.10E-02
4	1.19%	1010	2.73E-03	12	5.72%	4873	1.32E-02	20	4.18%	3559	9.61E-03
5	3.26%	2779	7.50E-03	13	5.79%	4933	1.33E-02	21	3.62%	3087	8.33E-03
6	5.88%	5005	1.35E-02	14	5.85%	4980	1.34E-02	22	3.15%	2687	7.25E-03
7	5.76%	4909	1.33E-02	15	5.76%	4907	1.32E-02	23	2.48%	2109	5.69E-03
8	5.60%	4767	2.39E-02	16	5.54%	4721	1.27E-02	24	1.59%	1351	3.65E-03
								Total		85,169	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Offsite Residential Roadway Modeling
Cumulative Operation - I-80
Fugitive Road PM2.5 Modeling - Roadway Links, Traffic Volumes, and Fugitive Road PM2.5 Emissions
Year = 2022

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
FUG_EB_I80	I-80 Eastbound	EB	4	660.9	0.41	20.6	68	1.3	Varied	85,169
FUG_WB_I80	I-80 Westbound	WB	4	640.6	0.40	20.6	68	1.3	Varied	85,169
									Total	170,339

Emission Factors - Fugitive PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	65	35		
Tire Wear - Emissions per Vehicle (g/VMT)	0.00216	0.00216		
Brake Wear - Emissions per Vehicle (g/VMT)	0.01726	0.01726		
Road Dust - Emissions per Vehicle (g/VMT)	0.00827	0.00827		
Total Fugitive PM2.5 - Emissions per Vehicle (g/VMT)	0.02769	0.02769		

Emisson Factors from CT-EMFAC2017

2022 Hourly Traffic Volumes and Fugitive PM2.5 Emissions - FUG_EB_I80

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.54%	1308	4.13E-03	9	4.33%	3686	1.16E-02	17	7.27%	6194	1.96E-02
2	0.95%	813	2.57E-03	10	4.46%	3801	1.20E-02	18	6.99%	5952	1.88E-02
3	0.75%	640	2.02E-03	11	5.00%	4262	1.35E-02	19	6.44%	5481	1.73E-02
4	0.67%	568	1.79E-03	12	5.59%	4757	1.50E-02	20	5.47%	4662	1.47E-02
5	0.96%	820	2.59E-03	13	6.26%	5333	1.68E-02	21	4.50%	3835	1.21E-02
6	1.74%	1478	4.67E-03	14	6.76%	5757	1.82E-02	22	3.53%	3010	9.51E-03
7	2.73%	2326	7.35E-03	15	7.65%	6513	2.06E-02	23	2.81%	2390	7.55E-03
8	3.81%	3242	1.02E-02	16	7.60%	6472	2.04E-02	24	2.19%	1868	5.90E-03
								Total		85,169	

2022 Hourly Traffic Volumes Per Direction and Fugitive PM2.5 Emissions - FUG_WB_I80

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	0.97%	827	2.53E-03	9	5.37%	4576	1.40E-02	17	5.49%	4678	1.43E-02
2	0.74%	632	1.94E-03	10	5.43%	4624	1.42E-02	18	5.45%	4644	1.42E-02
3	0.73%	621	1.90E-03	11	5.67%	4830	1.48E-02	19	4.77%	4061	1.24E-02
4	1.19%	1010	3.09E-03	12	5.72%	4873	1.49E-02	20	4.18%	3559	1.09E-02
5	3.26%	2779	8.51E-03	13	5.79%	4933	1.51E-02	21	3.62%	3087	9.45E-03
6	5.88%	5005	1.53E-02	14	5.85%	4980	1.52E-02	22	3.15%	2687	8.23E-03
7	5.76%	4909	1.50E-02	15	5.76%	4907	1.50E-02	23	2.48%	2109	6.46E-03
8	5.60%	4767	1.46E-02	16	5.54%	4721	1.45E-02	24	1.59%	1351	4.14E-03
								Total		85,169	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - I-80 Traffic - TACs & PM2.5
AERMOD Risk Modeling Parameters and Maximum Concentrations
at Construction MEI Receptor (1.5m receptor height)

Emission Year	2022
Receptor Information	Construction MEI receptor
Number of Receptors	1
Receptor Height	1.5 meters
Receptor Distances	At Construction MEI location

Meteorological Conditions	
BAQMD Phillips Hillcrest Met Data	2013-2017
Land Use Classification	Urban
Wind Speed	Variable
Wind Direction	Variable

Construction MEI Cancer Risk Maximum Concentrations

Meteorological Data Years	Concentration (µg/m3)		
	DPM	Exhaust TOG	Evaporative TOG
2013-2017	0.0041	0.1008	0.0815

Construction MEI PM2.5 Maximum Concentrations

Meteorological Data Years	PM2.5 Concentration (µg/m3)		
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013-2017	0.0878	0.0799	0.0079

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - I-80 Cancer Risk & PM2.5 Impacts at Construction MEI - 1.5 meter receptor height
30 Year Residential Exposure

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air ($\mu g/m^3$)
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	3rd Trimester	0 - 2	2 - 16	16 - 30
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			TOTAL
Exposure Year	Exposure Duration (years)	Age	Year	Age Sensitivity Factor	DPM	Exhaust TOG	Evaporative TOG	DPM	Exhaust TOG	Evaporative TOG	
0	0.25	-0.25 - 0*	2022	10	0.0041	0.1008	0.0815	0.056	0.008	0.0004	0.06
1	1	0 - 1	2022	10	0.0041	0.1008	0.0815	0.672	0.095	0.0045	0.77
2	1	1 - 2	2023	10	0.0041	0.1008	0.0815	0.672	0.095	0.0045	0.77
3	1	2 - 3	2024	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
4	1	3 - 4	2025	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
5	1	4 - 5	2026	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
6	1	5 - 6	2027	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
7	1	6 - 7	2028	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
8	1	7 - 8	2029	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
9	1	8 - 9	2030	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
10	1	9 - 10	2031	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
11	1	10 - 11	2032	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
12	1	11 - 12	2033	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
13	1	12 - 13	2034	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
14	1	13 - 14	2035	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
15	1	14 - 15	2036	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
16	1	15 - 16	2037	3	0.0041	0.1008	0.0815	0.106	0.015	0.0007	0.12
17	1	16-17	2038	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
18	1	17-18	2039	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
19	1	18-19	2040	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
20	1	19-20	2041	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
21	1	20-21	2042	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
22	1	21-22	2043	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
23	1	22-23	2044	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
24	1	23-24	2045	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
25	1	24-25	2046	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
26	1	25-26	2047	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
27	1	26-27	2048	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
28	1	27-28	2049	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
29	1	28-29	2050	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
30	1	29-30	2051	1	0.0041	0.1008	0.0815	0.012	0.002	0.0001	0.01
Total Increased Cancer Risk								3.04	0.428	0.020	**3.49**

* Third trimester of pregnancy

Hazard Index	Maximum Fugitive PM2.5	Total PM2.5
0.001	0.08	0.09

CT-EMFAC2017 Emissions Factors for Fitzgerald Drive - 2022

File Name:	Fitzgerald - 1500 Fitzgerald Dr - Contra Costa (SF) - 2022 - Annual.EF
CT-EMFAC2017 Version:	1.0.2.27401
Run Date:	10/14/2021 14:51
Area:	Contra Costa (SF)
Analysis Year:	2022
Season:	Annual

==========

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.017	0.511	0.489
Truck 2	0.019	0.937	0.048
Non-Truck	0.964	0.014	0.97

==========

Road Type:	Major/Collector	
Silt Loading Factor:	CARB	0.032 g/m2
Precipitation Correction:	CARB	P = 60 days N = 365 days

==========

Fleet Average Running Exhaust Emission Factors (grams/veh-mile)

Pollutant Name	<= 5 mph	10 mph	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph
PM2.5	0.010606	0.007045	0.004834	0.003486	0.002684	0.002196	0.001904	0.001751
TOG	0.229321	0.150647	0.100701	0.070812	0.05337	0.042417	0.035381	0.03098
Diesel PM	0.001887	0.001582	0.001203	0.000941	0.000804	0.000732	0.000703	0.000711

==========

Fleet Average Running Loss Emission Factors (grams/veh-hour)

Pollutant Name	Emission Factor
TOG	1.560691

==========

Fleet Average Tire Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.002106

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Fleet Average Brake Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.016807

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Fleet Average Road Dust Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.015084

==========END==========

Fitzgerald Drive Traffic Emissions and Health Risk Calculations

Analysis Year = ***2022***

Vehicle Type	2021 Caltrans Vehicles (veh/day)	2022 Vehicles (veh/day)
Truck 1 (MDT)	428	433
Truck 2 (HDT)	115	116
Non-Truck	14,596	14,742
Total	**15,140**	**15,291**

Increase From 2021	1.01
Vehicles/Direction	**7,646**
Avg Vehicles/Hour/Direction	319

Traffic Data Year = ***2021***

Project Traffic Report Provided ADT	AADT Total	Total Truck
Fitzgerald Drive & Project Driveway	15,140	544
	Percent of Total Vehicles	3.59%

Traffic Increase per Year (%) = *1.00%*

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Offsite Residential Roadway Modeling
Cumulative Operation - Fitzgerald Drive
DPM Modeling - Roadway Links, Traffic Volumes, and DPM Emissions
Year = 2022

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
DPM_EB_FIT	Fitzgerald Drive Eastbound	EB	2	762.9	0.47	13.3	43.7	3.4	30	7,646
DPM_WB_FIT	Fitzgerald Drive Westbound	WB	2	762.1	0.47	13.3	43.7	3.4	30	7,646
									Total	15,291

Emission Factors - DPM

Speed Category	1	2	3	4
Travel Speed (mph)	30			
Emissions per Vehicle (g/VMT)	0.00073			

Emisson Factors from CT-EMFAC2017

2022 Hourly Traffic Volumes and DPM Emissions - DPM_EB_FIT

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	3.55%	271	2.62E-05	9	7.44%	569	5.48E-05	17	6.41%	490	4.72E-05
2	2.43%	186	1.79E-05	10	6.58%	503	4.85E-05	18	4.72%	361	3.48E-05
3	2.99%	229	2.20E-05	11	5.74%	439	4.23E-05	19	2.37%	181	1.75E-05
4	3.09%	236	2.28E-05	12	6.02%	460	4.44E-05	20	1.06%	81	7.81E-06
5	2.06%	158	1.52E-05	13	5.46%	417	4.02E-05	21	2.73%	209	2.01E-05
6	2.90%	222	2.14E-05	14	5.55%	424	4.09E-05	22	3.57%	273	2.63E-05
7	6.66%	509	4.91E-05	15	4.54%	347	3.35E-05	23	2.26%	173	1.67E-05
8	5.85%	447	4.31E-05	16	5.10%	390	3.76E-05	24	0.95%	73	7.00E-06
								Total		7,648	

2022 Hourly Traffic Volumes Per Direction and DPM Emissions - DPM_WB_FIT

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	3.55%	271	2.61E-05	9	7.44%	569	5.48E-05	17	6.41%	490	4.72E-05
2	2.43%	186	1.79E-05	10	6.58%	503	4.84E-05	18	4.72%	361	3.47E-05
3	2.99%	229	2.20E-05	11	5.74%	439	4.23E-05	19	2.37%	181	1.74E-05
4	3.09%	236	2.27E-05	12	6.02%	460	4.43E-05	20	1.06%	81	7.80E-06
5	2.06%	158	1.52E-05	13	5.46%	417	4.02E-05	21	2.73%	209	2.01E-05
6	2.90%	222	2.13E-05	14	5.55%	424	4.09E-05	22	3.57%	273	2.63E-05
7	6.66%	509	4.90E-05	15	4.54%	347	3.34E-05	23	2.26%	173	1.66E-05
8	5.85%	447	4.31E-05	16	5.10%	390	3.75E-05	24	0.95%	73	6.99E-06
								Total		7,648	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Offsite Residential Roadway Modeling
Cumulative Operation - Fitzgerald Drive
PM2.5 Modeling - Roadway Links, Traffic Volumes, and PM2.5 Emissions
Year = 2022

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
PM25_EB_FIT	Fitzgerald Drive Eastbound	EB	2	762.9	0.47	13.3	44	1.3	30	7,646
PM25_WB_FIT	Fitzgerald Drive Westbound	WB	2	762.1	0.47	13.3	44	1.3	30	7,646
									Total	15,291

Emission Factors - PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	30			
Emissions per Vehicle (g/VMT)	0.002196			

Emisson Factors from CT-EMFAC2017

2022 Hourly Traffic Volumes and PM2.5 Emissions - PM25_EB_FIT

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.14%	87	2.52E-05	9	7.15%	547	1.58E-04	17	7.44%	569	1.64E-04
2	0.42%	32	9.29E-06	10	4.36%	333	9.64E-05	18	8.22%	628	1.82E-04
3	0.43%	33	9.51E-06	11	4.65%	356	1.03E-04	19	5.68%	434	1.26E-04
4	0.26%	20	5.75E-06	12	5.86%	448	1.30E-04	20	4.26%	326	9.42E-05
5	0.50%	38	1.11E-05	13	6.12%	468	1.35E-04	21	3.24%	248	7.16E-05
6	0.90%	69	1.99E-05	14	6.01%	460	1.33E-04	22	3.28%	251	7.25E-05
7	3.81%	291	8.42E-05	15	6.98%	534	1.54E-04	23	2.45%	187	5.42E-05
8	7.79%	596	1.72E-04	16	7.18%	549	1.59E-04	24	1.87%	143	4.13E-05
								Total		7,646	

2022 Hourly Traffic Volumes Per Direction and PM2.5 Emissions - PM25_WB_FIT

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.14%	87	2.52E-05	9	7.15%	547	1.58E-04	17	7.44%	569	1.64E-04
2	0.42%	32	9.28E-06	10	4.36%	333	9.63E-05	18	8.22%	628	1.82E-04
3	0.43%	33	9.50E-06	11	4.65%	356	1.03E-04	19	5.68%	434	1.25E-04
4	0.26%	20	5.74E-06	12	5.86%	448	1.29E-04	20	4.26%	326	9.41E-05
5	0.50%	38	1.10E-05	13	6.12%	468	1.35E-04	21	3.24%	248	7.16E-05
6	0.90%	69	1.99E-05	14	6.01%	460	1.33E-04	22	3.28%	251	7.24E-05
7	3.81%	291	8.41E-05	15	6.98%	534	1.54E-04	23	2.45%	187	5.41E-05
8	7.79%	596	1.72E-04	16	7.18%	549	1.59E-04	24	1.87%	143	4.13E-05
								Total		7,646	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Offsite Residential Roadway Modeling
Cumulative Operation - Fitzgerald Drive
TOG Exhaust Modeling - Roadway Links, Traffic Volumes, and TOG Exhaust Emissions
Year = 2022

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
TEXH_EB_FIT	Fitzgerald Drive Eastbound	EB	2	762.9	0.47	13.3	44	1.3	30	7,646
TEXH_WB_FIT	Fitzgerald Drive Westbound	WB	2	762.1	0.47	13.3	44	1.3	30	7,646
									Total	15,291

Emission Factors - TOG Exhaust

Speed Category	1	2	3	4
Travel Speed (mph)	30			
Emissions per Vehicle (g/VMT)	0.04242			

Emisson Factors from CT-EMFAC2017

2022 Hourly Traffic Volumes and TOG Exhaust Emissions - TEXH_EB_FIT

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.14%	87	4.87E-04	9	7.15%	547	3.05E-03	17	7.44%	569	3.18E-03
2	0.42%	32	1.79E-04	10	4.36%	333	1.86E-03	18	8.22%	628	3.51E-03
3	0.43%	33	1.84E-04	11	4.65%	356	1.99E-03	19	5.68%	434	2.43E-03
4	0.26%	20	1.11E-04	12	5.86%	448	2.50E-03	20	4.26%	326	1.82E-03
5	0.50%	38	2.14E-04	13	6.12%	468	2.61E-03	21	3.24%	248	1.38E-03
6	0.90%	69	3.84E-04	14	6.01%	460	2.57E-03	22	3.28%	251	1.40E-03
7	3.81%	291	1.63E-03	15	6.98%	534	2.98E-03	23	2.45%	187	1.05E-03
8	7.79%	596	3.33E-03	16	7.18%	549	3.07E-03	24	1.87%	143	7.99E-04
								Total		7,646	

2022 Hourly Traffic Volumes Per Direction and TOG Exhaust Emissions - TEXH_WB_FIT

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.14%	87	4.86E-04	9	7.15%	547	3.05E-03	17	7.44%	569	3.17E-03
2	0.42%	32	1.79E-04	10	4.36%	333	1.86E-03	18	8.22%	628	3.51E-03
3	0.43%	33	1.83E-04	11	4.65%	356	1.98E-03	19	5.68%	434	2.42E-03
4	0.26%	20	1.11E-04	12	5.86%	448	2.50E-03	20	4.26%	326	1.82E-03
5	0.50%	38	2.13E-04	13	6.12%	468	2.61E-03	21	3.24%	248	1.38E-03
6	0.90%	69	3.84E-04	14	6.01%	460	2.56E-03	22	3.28%	251	1.40E-03
7	3.81%	291	1.63E-03	15	6.98%	534	2.98E-03	23	2.45%	187	1.05E-03
8	7.79%	596	3.32E-03	16	7.18%	549	3.06E-03	24	1.87%	143	7.98E-04
								Total		7,646	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Offsite Residential Roadway Modeling
Cumulative Operation - Fitzgerald Drive
TOG Evaporative Emissions Modeling - Roadway Links, Traffic Volumes, and TOG Evaporative Emissions
Year = 2022

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
TEVAP_EB_FIT	Fitzgerald Drive Eastbound	EB	2	762.9	0.47	13.3	44	1.3	30	7,646
TEVAP_WB_FIT	Fitzgerald Drive Westbound	WB	2	762.1	0.47	13.3	44	1.3	30	7,646
									Total	15,291

Emission Factors - PM2.5 - Evaporative TOG

Speed Category	1	2	3	4
Travel Speed (mph)	30			
Emissions per Vehicle per Hour (g/hour)	1.56069			
Emissions per Vehicle per Mile (g/VMT)	0.05202			

Emisson Factors from CT-EMFAC2017

2022 Hourly Traffic Volumes and TOG Evaporative Emissions - TEVAP_EB_FIT

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.14%	87	5.97E-04	9	7.15%	547	3.74E-03	17	7.44%	569	3.90E-03
2	0.42%	32	2.20E-04	10	4.36%	333	2.28E-03	18	8.22%	628	4.31E-03
3	0.43%	33	2.25E-04	11	4.65%	356	2.44E-03	19	5.68%	434	2.97E-03
4	0.26%	20	1.36E-04	12	5.86%	448	3.07E-03	20	4.26%	326	2.23E-03
5	0.50%	38	2.62E-04	13	6.12%	468	3.21E-03	21	3.24%	248	1.70E-03
6	0.90%	69	4.71E-04	14	6.01%	460	3.15E-03	22	3.28%	251	1.72E-03
7	3.81%	291	2.00E-03	15	6.98%	534	3.66E-03	23	2.45%	187	1.28E-03
8	7.79%	596	4.08E-03	16	7.18%	549	3.76E-03	24	1.87%	143	9.79E-04
								Total		7,646	

2022 Hourly Traffic Volumes Per Direction and TOG Evaporative Emissions - TEVAP_WB_FIT

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.14%	87	5.96E-04	9	7.15%	547	3.74E-03	17	7.44%	569	3.89E-03
2	0.42%	32	2.20E-04	10	4.36%	333	2.28E-03	18	8.22%	628	4.30E-03
3	0.43%	33	2.25E-04	11	4.65%	356	2.43E-03	19	5.68%	434	2.97E-03
4	0.26%	20	1.36E-04	12	5.86%	448	3.07E-03	20	4.26%	326	2.23E-03
5	0.50%	38	2.62E-04	13	6.12%	468	3.20E-03	21	3.24%	248	1.70E-03
6	0.90%	69	4.71E-04	14	6.01%	460	3.14E-03	22	3.28%	251	1.72E-03
7	3.81%	291	1.99E-03	15	6.98%	534	3.65E-03	23	2.45%	187	1.28E-03
8	7.79%	596	4.08E-03	16	7.18%	549	3.76E-03	24	1.87%	143	9.78E-04
								Total		7,646	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Offsite Residential Roadway Modeling
Cumulative Operation - Fitzgerald Drive
Fugitive Road PM2.5 Modeling - Roadway Links, Traffic Volumes, and Fugitive Road PM2.5 Emissions
Year = 2022

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
FUG_EB_FIT	Fitzgerald Drive Eastbound	EB	2	762.9	0.47	13.3	44	1.3	30	7,646
FUG_WB_FIT	Fitzgerald Drive Westbound	WB	2	762.1	0.47	13.3	44	1.3	30	7,646
									Total	15,291

Emission Factors - Fugitive PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	30			
Tire Wear - Emissions per Vehicle (g/VMT)	0.00211			
Brake Wear - Emissions per Vehicle (g/VMT)	0.01681			
Road Dust - Emissions per Vehicle (g/VMT)	0.01508			
Total Fugitive PM2.5 - Emissions per Vehicle (g/VMT)	0.03400			

Emisson Factors from CT-EMFAC2017

2022 Hourly Traffic Volumes and Fugitive PM2.5 Emissions - FUG_EB_FIT

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.14%	87	3.90E-04	9	7.15%	547	2.45E-03	17	7.44%	569	2.55E-03
2	0.42%	32	1.44E-04	10	4.36%	333	1.49E-03	18	8.22%	628	2.81E-03
3	0.43%	33	1.47E-04	11	4.65%	356	1.59E-03	19	5.68%	434	1.94E-03
4	0.26%	20	8.90E-05	12	5.86%	448	2.01E-03	20	4.26%	326	1.46E-03
5	0.50%	38	1.71E-04	13	6.12%	468	2.09E-03	21	3.24%	248	1.11E-03
6	0.90%	69	3.08E-04	14	6.01%	460	2.06E-03	22	3.28%	251	1.12E-03
7	3.81%	291	1.30E-03	15	6.98%	534	2.39E-03	23	2.45%	187	8.39E-04
8	7.79%	596	2.67E-03	16	7.18%	549	2.46E-03	24	1.87%	143	6.40E-04
								Total		7,646	

2022 Hourly Traffic Volumes Per Direction and Fugitive PM2.5 Emissions - FUG_WB_FIT

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.14%	87	3.90E-04	9	7.15%	547	2.44E-03	17	7.44%	569	2.54E-03
2	0.42%	32	1.44E-04	10	4.36%	333	1.49E-03	18	8.22%	628	2.81E-03
3	0.43%	33	1.47E-04	11	4.65%	356	1.59E-03	19	5.68%	434	1.94E-03
4	0.26%	20	8.89E-05	12	5.86%	448	2.00E-03	20	4.26%	326	1.46E-03
5	0.50%	38	1.71E-04	13	6.12%	468	2.09E-03	21	3.24%	248	1.11E-03
6	0.90%	69	3.08E-04	14	6.01%	460	2.05E-03	22	3.28%	251	1.12E-03
7	3.81%	291	1.30E-03	15	6.98%	534	2.39E-03	23	2.45%	187	8.38E-04
8	7.79%	596	2.66E-03	16	7.18%	549	2.45E-03	24	1.87%	143	6.39E-04
								Total		7,646	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Fitzgerald Drive Traffic - TACs & PM2.5
AERMOD Risk Modeling Parameters and Maximum Concentrations
at Construction MEI Receptor (1.5m receptor height)

Emission Year	2022
Receptor Information	Construction MEI receptor
Number of Receptors	1
Receptor Height	1.5 meters
Receptor Distances	At Construction MEI location

Meteorological Conditions	
BAQMD Phillips Hillcrest Met Data	2013-2017
Land Use Classification	Urban
Wind Speed	Variable
Wind Direction	Variable

Construction MEI Cancer Risk Maximum Concentrations

Meteorological Data Years	Concentration (µg/m3)		
	DPM	Exhaust TOG	Evaporative TOG
2013-2017	0.0005	0.0259	0.0317

Construction MEI PM2.5 Maximum Concentrations

Meteorological Data Years	PM2.5 Concentration (µg/m3)		
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5
2013-2017	0.0221	0.0208	0.0013

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Fitzgerald Drive Cancer Risk & PM2.5 Impacts at Construction MEI - 1.5 meter receptor height
30 Year Residential Exposure

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air ($\mu g/m^3$)
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	3rd Trimester	0 - 2	2 - 16	16 - 30
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			TOTAL
Exposure Year	Exposure Duration (years)	Age	Year	Age Sensitivity Factor	DPM	Exhaust TOG	Evaporative TOG	DPM	Exhaust TOG	Evaporative TOG	
0	0.25	-0.25 - 0*	2022	10	0.0005	0.0259	0.0317	0.007	0.002	0.0001	0.01
1	1	0 - 1	2022	10	0.0005	0.0259	0.0317	0.080	0.024	0.0018	0.11
2	1	1 - 2	2023	10	0.0005	0.0259	0.0317	0.080	0.024	0.0018	0.11
3	1	2 - 3	2024	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
4	1	3 - 4	2025	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
5	1	4 - 5	2026	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
6	1	5 - 6	2027	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
7	1	6 - 7	2028	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
8	1	7 - 8	2029	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
9	1	8 - 9	2030	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
10	1	9 - 10	2031	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
11	1	10 - 11	2032	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
12	1	11 - 12	2033	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
13	1	12 - 13	2034	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
14	1	13 - 14	2035	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
15	1	14 - 15	2036	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
16	1	15 - 16	2037	3	0.0005	0.0259	0.0317	0.013	0.004	0.0003	0.02
17	1	16-17	2038	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
18	1	17-18	2039	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
19	1	18-19	2040	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
20	1	19-20	2041	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
21	1	20-21	2042	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
22	1	21-22	2043	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
23	1	22-23	2044	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
24	1	23-24	2045	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
25	1	24-25	2046	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
26	1	25-26	2047	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
27	1	26-27	2048	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
28	1	27-28	2049	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
29	1	28-29	2050	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
30	1	29-30	2051	1	0.0005	0.0259	0.0317	0.001	0.000	0.0000	0.00
Total Increased Cancer Risk								0.36	0.110	0.008	**0.48**

* Third trimester of pregnancy

Hazard Index	Maximum Fugitive PM2.5	Total PM2.5
0.0001	0.02	0.02

CT-EMFAC2017 Emissions Factors for I-80 - 2025

File Name:	I-80 - 1500 Fitzgerald Dr - Contra Costa (SF) - 2025 - Annual.EF
CT-EMFAC2017 Version:	1.0.2.27401
Run Date:	10/14/2021 14:49
Area:	Contra Costa (SF)
Analysis Year:	2025
Season:	Annual

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Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.031	0.524	0.476
Truck 2	0.029	0.932	0.051
Non-Truck	0.94	0.015	0.959

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Road Type:	Major/Collector	
Silt Loading Factor:	CARB	0.015 g/m2
Precipitation Correction:	CARB	P = 60 days N = 365 days

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Fleet Average Running Exhaust Emission Factors (grams/veh-mile)

Pollutant Name	<= 5 mph	10 mph	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph	60 mph	65 mph	70 mph
PM2.5	0.009013	0.005924	0.004067	0.002942	0.002257	0.001844	0.001606	0.00149	0.001468	0.001525	0.001655	0.001863	0.002158	0.002265
TOG	0.183897	0.120999	0.080445	0.056236	0.042355	0.03372	0.028192	0.024746	0.022811	0.022091	0.022486	0.024103	0.027182	0.029435
Diesel PM	0.001435	0.00117	0.00091	0.000731	0.000624	0.000572	0.000562	0.000588	0.000645	0.000734	0.000853	0.000994	0.001156	0.001156

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Fleet Average Running Loss Emission Factors (grams/veh-hour)

Pollutant Name	Emission Factor
TOG	1.405525

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Fleet Average Tire Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.002165

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Fleet Average Brake Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.01732

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Fleet Average Road Dust Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.008229

==========END==========

I-80 Traffic Emissions and Health Risk Calculations

Analysis Year = ***2025***

Vehicle Type	2020 Caltrans Vehicles (veh/day)	2025 Vehicles (veh/day)
Truck 1 (MDT)	5,143	5,400
Truck 2 (HDT)	4,909	5,154
Non-Truck	156,947	164,794
Total	**166,999**	**175,349**

Increase From 2020	1.05
Vehicles/Direction	**87,674**
Avg Vehicles/Hour/Direction	3,653

Traffic Data Year = ***2020***

Caltrans Truck AADT		Total	Trucks by Axle			
	AADT Total	Truck	2	3	4	5
O, Pinole, Appian Way	167,000	10,053	5,143	635	247	4,027
			51.16%	6.32%	2.46%	40.06%
Percent of Total Vehicles		6.02%	3.08%	0.38%	0.15%	2.41%

Traffic Increase per Year (%) = *1.00%*

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - On-Site Residential Roadway Modeling
Cumulative Operation - I-80
DPM Modeling - Roadway Links, Traffic Volumes, and DPM Emissions
Year = 2025

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
DPM_EB_I80	I-80 Eastbound	EB	4	660.9	0.41	20.6	67.7	3.4	Varied	87,674
DPM_WB_I80	I-80 Westbound	WB	4	640.6	0.40	20.6	67.7	3.4	Varied	87,674
									Total	175,349

Emission Factors - DPM

Speed Category	1	2	3	4
Travel Speed (mph)	65	35		
Emissions per Vehicle (g/VMT)	0.00116	0.00056		

Emisson Factors from CT-EMFAC2017

2025 Hourly Traffic Volumes and DPM Emissions - DPM_EB_I80

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.54%	1346	1.78E-04	9	4.33%	3795	2.43E-04	17	7.27%	6377	4.09E-04
2	0.95%	837	1.10E-04	10	4.46%	3913	5.16E-04	18	6.99%	6127	3.93E-04
3	0.75%	659	8.69E-05	11	5.00%	4388	5.79E-04	19	6.44%	5642	7.44E-04
4	0.67%	585	7.71E-05	12	5.59%	4897	6.46E-04	20	5.47%	4799	6.33E-04
5	0.96%	844	1.11E-04	13	6.26%	5489	7.24E-04	21	4.50%	3948	5.21E-04
6	1.74%	1522	2.01E-04	14	6.76%	5926	7.81E-04	22	3.53%	3099	4.09E-04
7	2.73%	2395	3.16E-04	15	7.65%	6704	8.84E-04	23	2.81%	2460	3.24E-04
8	3.81%	3338	2.14E-04	16	7.60%	6662	8.79E-04	24	2.19%	1923	2.54E-04
								Total		87,674	

2025 Hourly Traffic Volumes Per Direction and DPM Emissions - DPM_WB_I80

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	0.97%	851	1.09E-04	9	5.37%	4710	2.93E-04	17	5.49%	4816	2.99E-04
2	0.74%	651	8.32E-05	10	5.43%	4760	6.08E-04	18	5.45%	4781	2.97E-04
3	0.73%	639	8.17E-05	11	5.67%	4972	6.35E-04	19	4.77%	4181	5.34E-04
4	1.19%	1040	1.33E-04	12	5.72%	5016	6.41E-04	20	4.18%	3664	4.68E-04
5	3.26%	2861	3.66E-04	13	5.79%	5078	6.49E-04	21	3.62%	3177	4.06E-04
6	5.88%	5152	6.59E-04	14	5.85%	5126	6.55E-04	22	3.15%	2766	3.54E-04
7	5.76%	5054	6.46E-04	15	5.76%	5051	6.46E-04	23	2.48%	2171	2.77E-04
8	5.60%	4907	3.05E-04	16	5.54%	4860	6.21E-04	24	1.59%	1390	1.78E-04
								Total		87,674	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - On-Site Residential Roadway Modeling
Cumulative Operation - I-80
PM2.5 Modeling - Roadway Links, Traffic Volumes, and PM2.5 Emissions
Year = 2025

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
PM25_EB_I80	I-80 Eastbound	EB	4	660.9	0.41	20.6	68	1.3	Varied	87,674
PM25_WB_I80	I-80 Westbound	WB	4	640.6	0.40	20.6	68	1.3	Varied	87,674
									Total	175,349

Emission Factors - PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	65	35		
Emissions per Vehicle (g/VMT)	0.002158	0.001606		

Emisson Factors from CT-EMFAC2017

2025 Hourly Traffic Volumes and PM2.5 Emissions - PM25_EB_I80

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.54%	1346	3.31E-04	9	4.33%	3795	6.95E-04	17	7.27%	6377	1.17E-03
2	0.95%	837	2.06E-04	10	4.46%	3913	9.63E-04	18	6.99%	6127	1.12E-03
3	0.75%	659	1.62E-04	11	5.00%	4388	1.08E-03	19	6.44%	5642	1.39E-03
4	0.67%	585	1.44E-04	12	5.59%	4897	1.21E-03	20	5.47%	4799	1.18E-03
5	0.96%	844	2.08E-04	13	6.26%	5489	1.35E-03	21	4.50%	3948	9.72E-04
6	1.74%	1522	3.75E-04	14	6.76%	5926	1.46E-03	22	3.53%	3099	7.63E-04
7	2.73%	2395	5.89E-04	15	7.65%	6704	1.65E-03	23	2.81%	2460	6.06E-04
8	3.81%	3338	6.11E-04	16	7.60%	6662	1.64E-03	24	2.19%	1923	4.73E-04
								Total		87,674	

2025 Hourly Traffic Volumes Per Direction and PM2.5 Emissions - PM25_WB_I80

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	0.97%	851	2.03E-04	9	5.37%	4710	8.36E-04	17	5.49%	4816	8.55E-04
2	0.74%	651	1.55E-04	10	5.43%	4760	1.14E-03	18	5.45%	4781	8.49E-04
3	0.73%	639	1.53E-04	11	5.67%	4972	1.19E-03	19	4.77%	4181	9.98E-04
4	1.19%	1040	2.48E-04	12	5.72%	5016	1.20E-03	20	4.18%	3664	8.74E-04
5	3.26%	2861	6.83E-04	13	5.79%	5078	1.21E-03	21	3.62%	3177	7.58E-04
6	5.88%	5152	1.23E-03	14	5.85%	5126	1.22E-03	22	3.15%	2766	6.60E-04
7	5.76%	5054	1.21E-03	15	5.76%	5051	1.21E-03	23	2.48%	2171	5.18E-04
8	5.60%	4907	8.71E-04	16	5.54%	4860	1.16E-03	24	1.59%	1390	3.32E-04
								Total		87,674	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - On-Site Residential Roadway Modeling
Cumulative Operation - I-80
TOG Exhaust Modeling - Roadway Links, Traffic Volumes, and TOG Exhaust Emissions
Year = 2025

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
TEXH_EB_I80	I-80 Eastbound	EB	4	660.9	0.41	20.6	68	1.3	Varied	87,674
TEXH_WB_I80	I-80 Westbound	WB	4	640.6	0.40	20.6	68	1.3	Varied	87,674
									Total	175,349

Emission Factors - TOG Exhaust

Speed Category	1	2	3	4
Travel Speed (mph)	65	35		
Emissions per Vehicle (g/VMT)	0.02718	0.02819		

Emisson Factors from CT-EMFAC2017

2025 Hourly Traffic Volumes and TOG Exhaust Emissions - TEXH_EB_I80

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.54%	1346	4.17E-03	9	4.33%	3795	1.22E-02	17	7.27%	6377	2.05E-02
2	0.95%	837	2.59E-03	10	4.46%	3913	1.21E-02	18	6.99%	6127	1.97E-02
3	0.75%	659	2.04E-03	11	5.00%	4388	1.36E-02	19	6.44%	5642	1.75E-02
4	0.67%	585	1.81E-03	12	5.59%	4897	1.52E-02	20	5.47%	4799	1.49E-02
5	0.96%	844	2.62E-03	13	6.26%	5489	1.70E-02	21	4.50%	3948	1.22E-02
6	1.74%	1522	4.72E-03	14	6.76%	5926	1.84E-02	22	3.53%	3099	9.61E-03
7	2.73%	2395	7.43E-03	15	7.65%	6704	2.08E-02	23	2.81%	2460	7.63E-03
8	3.81%	3338	1.07E-02	16	7.60%	6662	2.07E-02	24	2.19%	1923	5.96E-03
								Total		87,674	

2025 Hourly Traffic Volumes Per Direction and TOG Exhaust Emissions - TEXH_WB_I80

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	0.97%	851	2.56E-03	9	5.37%	4710	1.47E-02	17	5.49%	4816	1.50E-02
2	0.74%	651	1.96E-03	10	5.43%	4760	1.43E-02	18	5.45%	4781	1.49E-02
3	0.73%	639	1.92E-03	11	5.67%	4972	1.49E-02	19	4.77%	4181	1.26E-02
4	1.19%	1040	3.13E-03	12	5.72%	5016	1.51E-02	20	4.18%	3664	1.10E-02
5	3.26%	2861	8.60E-03	13	5.79%	5078	1.53E-02	21	3.62%	3177	9.55E-03
6	5.88%	5152	1.55E-02	14	5.85%	5126	1.54E-02	22	3.15%	2766	8.31E-03
7	5.76%	5054	1.52E-02	15	5.76%	5051	1.52E-02	23	2.48%	2171	6.52E-03
8	5.60%	4907	1.53E-02	16	5.54%	4860	1.46E-02	24	1.59%	1390	4.18E-03
								Total		87,674	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - On-Site Residential Roadway Modeling
Cumulative Operation - I-80
TOG Evaporative Emissions Modeling - Roadway Links, Traffic Volumes, and TOG Evaporative Emissions
Year = 2025

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
TEVAP_EB_I80	I-80 Eastbound	EB	4	660.9	0.41	20.6	68	1.3	Varied	87,674
TEVAP_WB_I80	I-80 Westbound	WB	4	640.6	0.40	20.6	68	1.3	Varied	87,674
									Total	175,349

Emission Factors - PM2.5 - Evaporative TOG

Speed Category	1	2	3	4
Travel Speed (mph)	65	35		
Emissions per Vehicle per Hour (g/hour)	1.40553	1.40553		
Emissions per Vehicle per Mile (g/VMT)	0.02162	0.04016		

Emisson Factors from CT-EMFAC2017

2025 Hourly Traffic Volumes and TOG Evaporative Emissions - TEVAP_EB_I80

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.54%	1346	3.32E-03	9	4.33%	3795	1.74E-02	17	7.27%	6377	2.92E-02
2	0.95%	837	2.06E-03	10	4.46%	3913	9.65E-03	18	6.99%	6127	2.81E-02
3	0.75%	659	1.63E-03	11	5.00%	4388	1.08E-02	19	6.44%	5642	1.39E-02
4	0.67%	585	1.44E-03	12	5.59%	4897	1.21E-02	20	5.47%	4799	1.18E-02
5	0.96%	844	2.08E-03	13	6.26%	5489	1.35E-02	21	4.50%	3948	9.74E-03
6	1.74%	1522	3.75E-03	14	6.76%	5926	1.46E-02	22	3.53%	3099	7.64E-03
7	2.73%	2395	5.91E-03	15	7.65%	6704	1.65E-02	23	2.81%	2460	6.07E-03
8	3.81%	3338	1.53E-02	16	7.60%	6662	1.64E-02	24	2.19%	1923	4.74E-03
								Total		87,674	

2025 Hourly Traffic Volumes Per Direction and TOG Evaporative Emissions - TEVAP_WB_I80

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	0.97%	851	2.04E-03	9	5.37%	4710	2.09E-02	17	5.49%	4816	2.14E-02
2	0.74%	651	1.56E-03	10	5.43%	4760	1.14E-02	18	5.45%	4781	2.12E-02
3	0.73%	639	1.53E-03	11	5.67%	4972	1.19E-02	19	4.77%	4181	1.00E-02
4	1.19%	1040	2.49E-03	12	5.72%	5016	1.20E-02	20	4.18%	3664	8.76E-03
5	3.26%	2861	6.84E-03	13	5.79%	5078	1.21E-02	21	3.62%	3177	7.60E-03
6	5.88%	5152	1.23E-02	14	5.85%	5126	1.23E-02	22	3.15%	2766	6.61E-03
7	5.76%	5054	1.21E-02	15	5.76%	5051	1.21E-02	23	2.48%	2171	5.19E-03
8	5.60%	4907	2.18E-02	16	5.54%	4860	1.16E-02	24	1.59%	1390	3.32E-03
								Total		87,674	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - On-Site Residential Roadway Modeling
Cumulative Operation - I-80
Fugitive Road PM2.5 Modeling - Roadway Links, Traffic Volumes, and Fugitive Road PM2.5 Emissions
Year = 2025

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
FUG_EB_I80	I-80 Eastbound	EB	4	660.9	0.41	20.6	68	1.3	Varied	87,674
FUG_WB_I80	I-80 Westbound	WB	4	640.6	0.40	20.6	68	1.3	Varied	87,674
									Total	175,349

Emission Factors - Fugitive PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	65	35		
Tire Wear - Emissions per Vehicle (g/VMT)	0.00217	0.00217		
Brake Wear - Emissions per Vehicle (g/VMT)	0.01732	0.01732		
Road Dust - Emissions per Vehicle (g/VMT)	0.00823	0.00823		
Total Fugitive PM2.5 - Emissions per Vehicle (g/VMT)	0.02771	0.02771		

Emisson Factors from CT-EMFAC2017

2025 Hourly Traffic Volumes and Fugitive PM2.5 Emissions - FUG_EB_I80

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.54%	1346	4.26E-03	9	4.33%	3795	1.20E-02	17	7.27%	6377	2.02E-02
2	0.95%	837	2.64E-03	10	4.46%	3913	1.24E-02	18	6.99%	6127	1.94E-02
3	0.75%	659	2.08E-03	11	5.00%	4388	1.39E-02	19	6.44%	5642	1.78E-02
4	0.67%	585	1.85E-03	12	5.59%	4897	1.55E-02	20	5.47%	4799	1.52E-02
5	0.96%	844	2.67E-03	13	6.26%	5489	1.74E-02	21	4.50%	3948	1.25E-02
6	1.74%	1522	4.81E-03	14	6.76%	5926	1.87E-02	22	3.53%	3099	9.80E-03
7	2.73%	2395	7.57E-03	15	7.65%	6704	2.12E-02	23	2.81%	2460	7.78E-03
8	3.81%	3338	1.06E-02	16	7.60%	6662	2.11E-02	24	2.19%	1923	6.08E-03
								Total		87,674	

2025 Hourly Traffic Volumes Per Direction and Fugitive PM2.5 Emissions - FUG_WB_I80

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	0.97%	851	2.61E-03	9	5.37%	4710	1.44E-02	17	5.49%	4816	1.48E-02
2	0.74%	651	1.99E-03	10	5.43%	4760	1.46E-02	18	5.45%	4781	1.47E-02
3	0.73%	639	1.96E-03	11	5.67%	4972	1.52E-02	19	4.77%	4181	1.28E-02
4	1.19%	1040	3.19E-03	12	5.72%	5016	1.54E-02	20	4.18%	3664	1.12E-02
5	3.26%	2861	8.77E-03	13	5.79%	5078	1.56E-02	21	3.62%	3177	9.74E-03
6	5.88%	5152	1.58E-02	14	5.85%	5126	1.57E-02	22	3.15%	2766	8.47E-03
7	5.76%	5054	1.55E-02	15	5.76%	5051	1.55E-02	23	2.48%	2171	6.65E-03
8	5.60%	4907	1.50E-02	16	5.54%	4860	1.49E-02	24	1.59%	1390	4.26E-03
								Total		87,674	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - I-80 Traffic - TACs & PM2.5
AERMOD Risk Modeling Parameters and Maximum Concentrations - Without MERV13 Filtration
On-Site 1st - 3rd Floor Residential Receptors (1.5 , 5.4, and 8.5 meter receptor heights)

Emission Year	2025
Receptor Information	Maximum On-Site Receptor
Number of Receptors	151
Receptor Height	1.5, 5.4, and 8.5 meters
Receptor Distances	7 meter grid spacing

Meteorological Conditions	
BAQMD Phillips Hillcrest Met Data	2013-2017
Land Use Classification	Urban
Wind Speed	Variable
Wind Direction	Variable

On-Site Cancer Risk Maximum Concentrations

Meteorological Data Years	Concentration (µg/m3)			
	DPM	Exhaust TOG	Evaporative TOG	
2013-2017	0.0072	0.2146	0.1962	1st Floor
2013-2017	0.0057	0.1663	0.1525	2nd Floor
2013-2017	0.0045	0.1310	0.1206	3rd Floor

On-Site PM2.5 Maximum Concentrations

Meteorological Data Years	PM2.5 Concentration (µg/m3)			
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5	
2013-2017	0.2331	0.2170	0.0161	1st Floor
2013-2017	0.1806	0.1681	0.0125	2nd Floor
2013-2017	0.1423	0.1324	0.0098	3rd Floor

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - I-80 Cancer Risk & PM2.5 Impacts at On-Site 1st Floor Residential Receptors - 1.5 meter receptor height 30 Year Residential Exposure - Without MERV13 Filtration

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air ($\mu g/m^3$)
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	3rd Trimester	0 - 2	2 - 16	16 - 30
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			TOTAL
Exposure Year	Exposure Duration (years)	Age	Year	Age Sensitivity Factor	DPM	Exhaust TOG	Evaporative TOG	DPM	Exhaust TOG	Evaporative TOG	
0	0.25	-0.25 - 0*	2025	10	0.0072	0.2146	0.1962	0.098	0.017	0.0009	0.12
1	1	0 - 1	2025	10	0.0072	0.2146	0.1962	1.189	0.201	0.0108	1.40
2	1	1 - 2	2026	10	0.0072	0.2146	0.1962	1.189	0.201	0.0108	1.40
3	1	2 - 3	2027	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
4	1	3 - 4	2028	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
5	1	4 - 5	2029	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
6	1	5 - 6	2030	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
7	1	6 - 7	2031	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
8	1	7 - 8	2032	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
9	1	8 - 9	2033	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
10	1	9 - 10	2034	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
11	1	10 - 11	2035	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
12	1	11 - 12	2036	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
13	1	12 - 13	2037	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
14	1	13 - 14	2038	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
15	1	14 - 15	2039	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
16	1	15 - 16	2040	3	0.0072	0.2146	0.1962	0.187	0.032	0.0017	0.22
17	1	16-17	2041	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
18	1	17-18	2042	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
19	1	18-19	2043	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
20	1	19-20	2044	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
21	1	20-21	2045	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
22	1	21-22	2046	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
23	1	22-23	2047	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
24	1	23-24	2048	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
25	1	24-25	2049	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
26	1	25-26	2050	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
27	1	26-27	2051	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
28	1	27-28	2052	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
29	1	28-29	2053	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
30	1	29-30	2054	1	0.0072	0.2146	0.1962	0.021	0.004	0.0002	0.02
Total Increased Cancer Risk								5.39	0.912	0.049	**6.35**

* Third trimester of pregnancy

Hazard Index	Maximum Fugitive PM2.5	Total PM2.5
0.001	0.22	0.23

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - I-80 Cancer Risk & PM2.5 Impacts at On-Site 2nd Floor Residential Receptors - 5.4 meter receptor height
30 Year Residential Exposure - Without MERV13 Filtration

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air ($\mu g/m^3$)
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	3rd Trimester	0 - 2	2 - 16	16 - 30
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			TOTAL
Exposure Year	Exposure Duration (years)	Age	Year	Age Sensitivity Factor	DPM	Exhaust TOG	Evaporative TOG	DPM	Exhaust TOG	Evaporative TOG	
0	0.25	-0.25 - 0*	2025	10	0.0057	0.1663	0.1525	0.077	0.013	0.0007	0.09
1	1	0 - 1	2025	10	0.0057	0.1663	0.1525	0.928	0.156	0.0084	1.09
2	1	1 - 2	2026	10	0.0057	0.1663	0.1525	0.928	0.156	0.0084	1.09
3	1	2 - 3	2027	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
4	1	3 - 4	2028	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
5	1	4 - 5	2029	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
6	1	5 - 6	2030	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
7	1	6 - 7	2031	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
8	1	7 - 8	2032	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
9	1	8 - 9	2033	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
10	1	9 - 10	2034	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
11	1	10 - 11	2035	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
12	1	11 - 12	2036	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
13	1	12 - 13	2037	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
14	1	13 - 14	2038	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
15	1	14 - 15	2039	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
16	1	15 - 16	2040	3	0.0057	0.1663	0.1525	0.146	0.025	0.0013	0.17
17	1	16-17	2041	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
18	1	17-18	2042	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
19	1	18-19	2043	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
20	1	19-20	2044	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
21	1	20-21	2045	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
22	1	21-22	2046	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
23	1	22-23	2047	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
24	1	23-24	2048	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
25	1	24-25	2049	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
26	1	25-26	2050	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
27	1	26-27	2051	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
28	1	27-28	2052	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
29	1	28-29	2053	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
30	1	29-30	2054	1	0.0057	0.1663	0.1525	0.016	0.003	0.0001	0.02
Total Increased Cancer Risk								4.21	0.707	0.038	**4.95**

* Third trimester of pregnancy

Hazard Index	Maximum Fugitive PM2.5	Total PM2.5
0.001	0.17	0.18

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - I-80 Cancer Risk & PM2.5 Impacts at On-Site 3rd Floor Residential Receptors - 8.5 meter receptor height
30 Year Residential Exposure - Without MERV13 Filtration

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air ($\mu g/m^3$)
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	3rd Trimester	0 - 2	2 - 16	16 - 30
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			TOTAL
Exposure Year	Exposure Duration (years)	Age	Year	Age Sensitivity Factor	DPM	Exhaust TOG	Evaporative TOG	DPM	Exhaust TOG	Evaporative TOG	
0	0.25	-0.25 - 0*	2025	10	0.0045	0.1310	0.1206	0.062	0.010	0.0006	0.07
1	1	0 - 1	2025	10	0.0045	0.1310	0.1206	0.744	0.123	0.0067	0.87
2	1	1 - 2	2026	10	0.0045	0.1310	0.1206	0.744	0.123	0.0067	0.87
3	1	2 - 3	2027	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
4	1	3 - 4	2028	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
5	1	4 - 5	2029	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
6	1	5 - 6	2030	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
7	1	6 - 7	2031	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
8	1	7 - 8	2032	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
9	1	8 - 9	2033	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
10	1	9 - 10	2034	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
11	1	10 - 11	2035	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
12	1	11 - 12	2036	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
13	1	12 - 13	2037	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
14	1	13 - 14	2038	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
15	1	14 - 15	2039	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
16	1	15 - 16	2040	3	0.0045	0.1310	0.1206	0.117	0.019	0.0010	0.14
17	1	16-17	2041	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
18	1	17-18	2042	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
19	1	18-19	2043	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
20	1	19-20	2044	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
21	1	20-21	2045	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
22	1	21-22	2046	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
23	1	22-23	2047	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
24	1	23-24	2048	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
25	1	24-25	2049	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
26	1	25-26	2050	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
27	1	26-27	2051	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
28	1	27-28	2052	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
29	1	28-29	2053	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
30	1	29-30	2054	1	0.0045	0.1310	0.1206	0.013	0.002	0.0001	0.02
Total Increased Cancer Risk								3.37	0.557	0.030	**3.96**

* Third trimester of pregnancy

Hazard Index	Maximum Fugitive PM2.5	Total PM2.5
0.001	0.13	0.14

CT-EMFAC2017 Emissions Factors for Fitzgerald Drive - 2025

File Name:	Fitzgerald - 1500 Fitzgerald Dr - Contra Costa (SF) - 2025 - Annual.EF
CT-EMFAC2017 Version:	1.0.2.27401
Run Date:	10/14/2021 14:52
Area:	Contra Costa (SF)
Analysis Year:	2025
Season:	Annual

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Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.016	0.524	0.476
Truck 2	0.02	0.932	0.051
Non-Truck	0.964	0.015	0.959

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Road Type:	Major/Collector	
Silt Loading Factor:	CARB	0.032 g/m2
Precipitation Correction:	CARB	P = 60 days N = 365 days

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Fleet Average Running Exhaust Emission Factors (grams/veh-mile)

Pollutant Name	<= 5 mph	10 mph	15 mph	20 mph	25 mph	30 mph	35 mph	40 mph
PM2.5	0.008646	0.005614	0.003816	0.002734	0.002077	0.001677	0.001441	0.001318
TOG	0.177522	0.11609	0.077858	0.054979	0.041495	0.03305	0.027656	0.024306
Diesel PM	0.00091	0.000758	0.000589	0.000473	0.000405	0.000374	0.000371	0.000391

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Fleet Average Running Loss Emission Factors (grams/veh-hour)

Pollutant Name	Emission Factor
TOG	1.377913

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Fleet Average Tire Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.002112

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Fleet Average Brake Wear Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.016877

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Fleet Average Road Dust Factors (grams/veh-mile)

Pollutant Name	Emission Factor
PM2.5	0.015084

==========END==========

Fitzgerald Drive Traffic Emissions and Health Risk Calculations

Analysis Year = ***2025***

Vehicle Type	2021 Caltrans Vehicles (veh/day)	2025 Vehicles (veh/day)
Truck 1 (MDT)	428	445
Truck 2 (HDT)	115	120
Non-Truck	14,596	15,180
Total	**15,140**	**15,746**

Increase From 2021	1.04
Vehicles/Direction	**7,873**
Avg Vehicles/Hour/Direction	328

Traffic Data Year = ***2021***

Project Traffic Report Provided ADT	AADT Total	Total Truck
Fitzgerald Drive & Project Driveway	15,140	544
Percent of Total Vehicles		3.59%

Traffic Increase per Year (%) = *1.00%*

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - On-Site Residential Roadway Modeling
Cumulative Operation - Fitzgerald Drive
DPM Modeling - Roadway Links, Traffic Volumes, and DPM Emissions
Year = 2025

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
DPM_EB_FIT	Fitzgerald Drive Eastbound	EB	2	762.9	0.47	13.3	43.7	3.4	30	7,873
DPM_WB_FIT	Fitzgerald Drive Westbound	WB	2	762.1	0.47	13.3	43.7	3.4	30	7,873
									Total	15,746

Emission Factors - DPM

Speed Category	1	2	3	4
Travel Speed (mph)	30			
Emissions per Vehicle (g/VMT)	0.00037			

Emisson Factors from CT-EMFAC2017

2025 Hourly Traffic Volumes and DPM Emissions - DPM_EB_FIT

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	3.58%	282	1.39E-05	9	7.39%	582	2.87E-05	17	6.54%	515	2.54E-05
2	2.55%	201	9.89E-06	10	6.52%	513	2.53E-05	18	4.65%	366	1.80E-05
3	2.92%	230	1.13E-05	11	5.58%	439	2.16E-05	19	2.39%	188	9.27E-06
4	3.02%	238	1.17E-05	12	6.16%	485	2.39E-05	20	0.96%	76	3.72E-06
5	2.08%	164	8.06E-06	13	5.59%	440	2.17E-05	21	2.75%	217	1.07E-05
6	2.92%	230	1.13E-05	14	5.50%	433	2.13E-05	22	3.60%	283	1.40E-05
7	6.81%	536	2.64E-05	15	4.56%	359	1.77E-05	23	2.28%	179	8.84E-06
8	5.69%	448	2.21E-05	16	5.03%	396	1.95E-05	24	0.96%	76	3.72E-06
								Total		7,875	

2025 Hourly Traffic Volumes Per Direction and DPM Emissions - DPM_WB_FIT

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	3.58%	282	1.39E-05	9	7.39%	582	2.86E-05	17	6.54%	515	2.53E-05
2	2.55%	201	9.88E-06	10	6.52%	513	2.53E-05	18	4.65%	366	1.80E-05
3	2.92%	230	1.13E-05	11	5.58%	439	2.16E-05	19	2.39%	188	9.26E-06
4	3.02%	238	1.17E-05	12	6.16%	485	2.39E-05	20	0.96%	76	3.72E-06
5	2.08%	164	8.06E-06	13	5.59%	440	2.17E-05	21	2.75%	217	1.07E-05
6	2.92%	230	1.13E-05	14	5.50%	433	2.13E-05	22	3.60%	283	1.39E-05
7	6.81%	536	2.64E-05	15	4.56%	359	1.77E-05	23	2.28%	179	8.83E-06
8	5.69%	448	2.20E-05	16	5.03%	396	1.95E-05	24	0.96%	76	3.72E-06
								Total		7,875	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - On-Site Residential Roadway Modeling
Cumulative Operation - Fitzgerald Drive
PM2.5 Modeling - Roadway Links, Traffic Volumes, and PM2.5 Emissions
Year = 2025

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
PM25_EB_FIT	Fitzgerald Drive Eastbound	EB	2	762.9	0.47	13.3	44	1.3	30	7,873
PM25_WB_FIT	Fitzgerald Drive Westbound	WB	2	762.1	0.47	13.3	44	1.3	30	7,873
									Total	15,746

Emission Factors - PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	30			
Emissions per Vehicle (g/VMT)	0.001677			

Emisson Factors from CT-EMFAC2017

2025 Hourly Traffic Volumes and PM2.5 Emissions - PM25_EB_FIT

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.14%	90	1.98E-05	9	7.15%	563	1.24E-04	17	7.44%	586	1.29E-04
2	0.42%	33	7.30E-06	10	4.37%	344	7.60E-05	18	8.22%	647	1.43E-04
3	0.43%	34	7.48E-06	11	4.65%	366	8.08E-05	19	5.68%	447	9.87E-05
4	0.26%	20	4.52E-06	12	5.86%	461	1.02E-04	20	4.26%	335	7.41E-05
5	0.50%	39	8.69E-06	13	6.13%	483	1.07E-04	21	3.24%	255	5.63E-05
6	0.90%	71	1.56E-05	14	6.01%	473	1.04E-04	22	3.27%	257	5.68E-05
7	3.81%	300	6.62E-05	15	6.98%	550	1.21E-04	23	2.45%	193	4.26E-05
8	7.79%	613	1.35E-04	16	7.18%	565	1.25E-04	24	1.87%	147	3.25E-05
								Total		7,874	

2025 Hourly Traffic Volumes Per Direction and PM2.5 Emissions - PM25_WB_FIT

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.14%	90	1.98E-05	9	7.15%	563	1.24E-04	17	7.44%	586	1.29E-04
2	0.42%	33	7.29E-06	10	4.37%	344	7.59E-05	18	8.22%	647	1.43E-04
3	0.43%	34	7.47E-06	11	4.65%	366	8.08E-05	19	5.68%	447	9.86E-05
4	0.26%	20	4.52E-06	12	5.86%	461	1.02E-04	20	4.26%	335	7.40E-05
5	0.50%	39	8.68E-06	13	6.13%	483	1.06E-04	21	3.24%	255	5.63E-05
6	0.90%	71	1.56E-05	14	6.01%	473	1.04E-04	22	3.27%	257	5.68E-05
7	3.81%	300	6.62E-05	15	6.98%	550	1.21E-04	23	2.45%	193	4.25E-05
8	7.79%	613	1.35E-04	16	7.18%	565	1.25E-04	24	1.87%	147	3.25E-05
								Total		7,874	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - On-Site Residential Roadway Modeling
Cumulative Operation - Fitzgerald Drive
TOG Exhaust Modeling - Roadway Links, Traffic Volumes, and TOG Exhaust Emissions
Year = 2025

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
TEXH_EB_FIT	Fitzgerald Drive Eastbound	EB	2	762.9	0.47	13.3	44	1.3	30	7,873
TEXH_WB_FIT	Fitzgerald Drive Westbound	WB	2	762.1	0.47	13.3	44	1.3	30	7,873
									Total	15,746

Emission Factors - TOG Exhaust

Speed Category	1	2	3	4
Travel Speed (mph)	30			
Emissions per Vehicle (g/VMT)	0.03305			

Emisson Factors from CT-EMFAC2017

2025 Hourly Traffic Volumes and TOG Exhaust Emissions - TEXH_EB_FIT

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.14%	90	3.91E-04	9	7.15%	563	2.45E-03	17	7.44%	586	2.55E-03
2	0.42%	33	1.44E-04	10	4.37%	344	1.50E-03	18	8.22%	647	2.82E-03
3	0.43%	34	1.47E-04	11	4.65%	366	1.59E-03	19	5.68%	447	1.95E-03
4	0.26%	20	8.91E-05	12	5.86%	461	2.01E-03	20	4.26%	335	1.46E-03
5	0.50%	39	1.71E-04	13	6.13%	483	2.10E-03	21	3.24%	255	1.11E-03
6	0.90%	71	3.08E-04	14	6.01%	473	2.06E-03	22	3.27%	257	1.12E-03
7	3.81%	300	1.31E-03	15	6.98%	550	2.39E-03	23	2.45%	193	8.39E-04
8	7.79%	613	2.67E-03	16	7.18%	565	2.46E-03	24	1.87%	147	6.41E-04
								Total		7,874	

2025 Hourly Traffic Volumes Per Direction and TOG Exhaust Emissions - TEXH_WB_FIT

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.14%	90	3.90E-04	9	7.15%	563	2.45E-03	17	7.44%	586	2.55E-03
2	0.42%	33	1.44E-04	10	4.37%	344	1.50E-03	18	8.22%	647	2.81E-03
3	0.43%	34	1.47E-04	11	4.65%	366	1.59E-03	19	5.68%	447	1.94E-03
4	0.26%	20	8.90E-05	12	5.86%	461	2.01E-03	20	4.26%	335	1.46E-03
5	0.50%	39	1.71E-04	13	6.13%	483	2.10E-03	21	3.24%	255	1.11E-03
6	0.90%	71	3.08E-04	14	6.01%	473	2.06E-03	22	3.27%	257	1.12E-03
7	3.81%	300	1.30E-03	15	6.98%	550	2.39E-03	23	2.45%	193	8.39E-04
8	7.79%	613	2.67E-03	16	7.18%	565	2.46E-03	24	1.87%	147	6.40E-04
								Total		7,874	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - On-Site Residential Roadway Modeling
Cumulative Operation - Fitzgerald Drive
TOG Evaporative Emissions Modeling - Roadway Links, Traffic Volumes, and TOG Evaporative Emissions
Year = 2025

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
TEVAP_EB_FIT	Fitzgerald Drive Eastbound	EB	2	762.9	0.47	13.3	44	1.3	30	7,873
TEVAP_WB_FIT	Fitzgerald Drive Westbound	WB	2	762.1	0.47	13.3	44	1.3	30	7,873
									Total	15,746

Emission Factors - PM2.5 - Evaporative TOG

Speed Category	1	2	3	4
Travel Speed (mph)	30			
Emissions per Vehicle per Hour (g/hour)	1.37791			
Emissions per Vehicle per Mile (g/VMT)	0.04593			

Emisson Factors from CT-EMFAC2017

2025 Hourly Traffic Volumes and TOG Evaporative Emissions - TEVAP_EB_FIT

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.14%	90	5.43E-04	9	7.15%	563	3.40E-03	17	7.44%	586	3.54E-03
2	0.42%	33	2.00E-04	10	4.37%	344	2.08E-03	18	8.22%	647	3.91E-03
3	0.43%	34	2.05E-04	11	4.65%	366	2.21E-03	19	5.68%	447	2.70E-03
4	0.26%	20	1.24E-04	12	5.86%	461	2.79E-03	20	4.26%	335	2.03E-03
5	0.50%	39	2.38E-04	13	6.13%	483	2.92E-03	21	3.24%	255	1.54E-03
6	0.90%	71	4.29E-04	14	6.01%	473	2.86E-03	22	3.27%	257	1.56E-03
7	3.81%	300	1.81E-03	15	6.98%	550	3.32E-03	23	2.45%	193	1.17E-03
8	7.79%	613	3.71E-03	16	7.18%	565	3.42E-03	24	1.87%	147	8.90E-04
								Total		7,874	

2025 Hourly Traffic Volumes Per Direction and TOG Evaporative Emissions - TEVAP_WB_FIT

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.14%	90	5.42E-04	9	7.15%	563	3.40E-03	17	7.44%	586	3.54E-03
2	0.42%	33	2.00E-04	10	4.37%	344	2.08E-03	18	8.22%	647	3.91E-03
3	0.43%	34	2.05E-04	11	4.65%	366	2.21E-03	19	5.68%	447	2.70E-03
4	0.26%	20	1.24E-04	12	5.86%	461	2.79E-03	20	4.26%	335	2.03E-03
5	0.50%	39	2.38E-04	13	6.13%	483	2.92E-03	21	3.24%	255	1.54E-03
6	0.90%	71	4.28E-04	14	6.01%	473	2.86E-03	22	3.27%	257	1.56E-03
7	3.81%	300	1.81E-03	15	6.98%	550	3.32E-03	23	2.45%	193	1.17E-03
8	7.79%	613	3.71E-03	16	7.18%	565	3.42E-03	24	1.87%	147	8.89E-04
								Total		7,874	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - On-Site Residential Roadway Modeling
Cumulative Operation - Fitzgerald Drive
Fugitive Road PM2.5 Modeling - Roadway Links, Traffic Volumes, and Fugitive Road PM2.5 Emissions
Year = 2025

Road Link	Description	Direction	No. Lanes	Link Length (m)	Link Length (mi)	Link Width (m)	Link Width (ft)	Release Height (m)	Average Speed (mph)	Average Vehicles per Day
FUG_EB_FIT	Fitzgerald Drive Eastbound	EB	2	762.9	0.47	13.3	44	1.3	30	7,873
FUG_WB_FIT	Fitzgerald Drive Westbound	WB	2	762.1	0.47	13.3	44	1.3	30	7,873
									Total	15,746

Emission Factors - Fugitive PM2.5

Speed Category	1	2	3	4
Travel Speed (mph)	30			
Tire Wear - Emissions per Vehicle (g/VMT)	0.00211			
Brake Wear - Emissions per Vehicle (g/VMT)	0.01688			
Road Dust - Emissions per Vehicle (g/VMT)	0.01508			
Total Fugitive PM2.5 - Emissions per Vehicle (g/VMT)	0.03407			

Emisson Factors from CT-EMFAC2017

2025 Hourly Traffic Volumes and Fugitive PM2.5 Emissions - FUG_EB_FIT

Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s	Hour	% Per Hour	VPH	g/s
1	1.14%	90	4.03E-04	9	7.15%	563	2.53E-03	17	7.44%	586	2.63E-03
2	0.42%	33	1.48E-04	10	4.37%	344	1.54E-03	18	8.22%	647	2.90E-03
3	0.43%	34	1.52E-04	11	4.65%	366	1.64E-03	19	5.68%	447	2.01E-03
4	0.26%	20	9.18E-05	12	5.86%	461	2.07E-03	20	4.26%	335	1.50E-03
5	0.50%	39	1.77E-04	13	6.13%	483	2.17E-03	21	3.24%	255	1.14E-03
6	0.90%	71	3.18E-04	14	6.01%	473	2.12E-03	22	3.27%	257	1.16E-03
7	3.81%	300	1.35E-03	15	6.98%	550	2.47E-03	23	2.45%	193	8.65E-04
8	7.79%	613	2.75E-03	16	7.18%	565	2.54E-03	24	1.87%	147	6.61E-04
								Total		7,874	

2025 Hourly Traffic Volumes Per Direction and Fugitive PM2.5 Emissions - FUG_WB_FIT

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.14%	90	4.02E-04	9	7.15%	563	2.52E-03	17	7.44%	586	2.63E-03
2	0.42%	33	1.48E-04	10	4.37%	344	1.54E-03	18	8.22%	647	2.90E-03
3	0.43%	34	1.52E-04	11	4.65%	366	1.64E-03	19	5.68%	447	2.00E-03
4	0.26%	20	9.17E-05	12	5.86%	461	2.07E-03	20	4.26%	335	1.50E-03
5	0.50%	39	1.76E-04	13	6.13%	483	2.16E-03	21	3.24%	255	1.14E-03
6	0.90%	71	3.18E-04	14	6.01%	473	2.12E-03	22	3.27%	257	1.15E-03
7	3.81%	300	1.34E-03	15	6.98%	550	2.46E-03	23	2.45%	193	8.65E-04
8	7.79%	613	2.75E-03	16	7.18%	565	2.53E-03	24	1.87%	147	6.60E-04
								Total		7,874	

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Fitzgerarld Drive Traffic - TACs & PM2.5 AERMOD Risk Modeling Parameters and Maximum Concentrations - Without MERV13 Filtration On-Site 1st - 3rd Floor Residential Receptors (1.5 , 5.4, and 8.5 meter receptor heights)

Emission Year	2025
Receptor Information	Maximum On-Site Receptor
Number of Receptors	151
Receptor Height	1.5, 5.4, and 8.5 meters
Receptor Distances	7 meter grid spacing

Meteorological Conditions	
BAQMD Phillips Hillcrest Met Data	2013-2017
Land Use Classification	Urban
Wind Speed	Variable
Wind Direction	Variable

On-Site Cancer Risk Maximum Concentrations

Meteorological Data Years	Concentration (µg/m3)			
	DPM	Exhaust TOG	Evaporative TOG	
2013-2017	0.0021	0.1960	0.2714	1st Floor
2013-2017	0.0016	0.1369	0.1895	2nd Floor
2013-2017	0.0012	0.0959	0.1328	3rd Floor

On-Site PM2.5 Maximum Concentrations

Meteorological Data Years	PM2.5 Concentration (µg/m3)			
	Total PM2.5	Fugitive PM2.5	Vehicle PM2.5	
2013-2017	0.2114	0.2015	0.0099	1st Floor
2013-2017	0.1476	0.1407	0.0069	2nd Floor
2013-2017	0.1035	0.0986	0.0049	3rd Floor

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Fitzgerarld Drive Cancer Risk & PM2.5 Impacts at On-Site 1st Floor Residential Receptors - 1.5 meter receptor height
30 Year Residential Exposure - Without MERV13 Filtration

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air ($\mu g/m^3$)
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	3rd Trimester	0 - 2	2 - 16	16 - 30
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			
Exposure Year	Exposure Duration (years)	Age	Year	Age Sensitivity Factor	DPM	Exhaust TOG	Evaporative TOG	DPM	Exhaust TOG	Evaporative TOG	TOTAL
0	0.25	-0.25 - 0*	2025	10	0.0021	0.1960	0.2714	0.028	0.015	0.0012	0.04
1	1	0 - 1	2025	10	0.0021	0.1960	0.2714	0.343	0.184	0.0150	0.54
2	1	1 - 2	2026	10	0.0021	0.1960	0.2714	0.343	0.184	0.0150	0.54
3	1	2 - 3	2027	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
4	1	3 - 4	2028	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
5	1	4 - 5	2029	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
6	1	5 - 6	2030	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
7	1	6 - 7	2031	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
8	1	7 - 8	2032	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
9	1	8 - 9	2033	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
10	1	9 - 10	2034	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
11	1	10 - 11	2035	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
12	1	11 - 12	2036	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
13	1	12 - 13	2037	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
14	1	13 - 14	2038	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
15	1	14 - 15	2039	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
16	1	15 - 16	2040	3	0.0021	0.1960	0.2714	0.054	0.029	0.0024	0.09
17	1	16-17	2041	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
18	1	17-18	2042	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
19	1	18-19	2043	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
20	1	19-20	2044	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
21	1	20-21	2045	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
22	1	21-22	2046	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
23	1	22-23	2047	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
24	1	23-24	2048	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
25	1	24-25	2049	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
26	1	25-26	2050	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
27	1	26-27	2051	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
28	1	27-28	2052	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
29	1	28-29	2053	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
30	1	29-30	2054	1	0.0021	0.1960	0.2714	0.006	0.003	0.0003	0.01
Total Increased Cancer Risk								1.56	0.833	0.068	**2.46**

Hazard Index	Maximum Fugitive PM2.5	Total PM2.5
0.0004	0.20	0.21

* Third trimester of pregnancy

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Fitzgerarld Drive Cancer Risk & PM2.5 Impacts at On-Site 2nd Floor Residential Receptors - 5.4 meter receptor height
30 Year Residential Exposure - Without MERV13 Filtration

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air ($\mu g/m^3$)
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	3rd Trimester	0 - 2	2 - 16	16 - 30
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			
Exposure Year	Exposure Duration (years)	Age	Year	Age Sensitivity Factor	DPM	Exhaust TOG	Evaporative TOG	DPM	Exhaust TOG	Evaporative TOG	TOTAL
0	0.25	-0.25 - 0*	2025	10	0.0016	0.1369	0.1895	0.022	0.011	0.0009	0.03
1	1	0 - 1	2025	10	0.0016	0.1369	0.1895	0.269	0.128	0.0105	0.41
2	1	1 - 2	2026	10	0.0016	0.1369	0.1895	0.269	0.128	0.0105	0.41
3	1	2 - 3	2027	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
4	1	3 - 4	2028	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
5	1	4 - 5	2029	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
6	1	5 - 6	2030	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
7	1	6 - 7	2031	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
8	1	7 - 8	2032	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
9	1	8 - 9	2033	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
10	1	9 - 10	2034	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
11	1	10 - 11	2035	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
12	1	11 - 12	2036	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
13	1	12 - 13	2037	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
14	1	13 - 14	2038	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
15	1	14 - 15	2039	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
16	1	15 - 16	2040	3	0.0016	0.1369	0.1895	0.042	0.020	0.0016	0.06
17	1	16-17	2041	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
18	1	17-18	2042	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
19	1	18-19	2043	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
20	1	19-20	2044	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
21	1	20-21	2045	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
22	1	21-22	2046	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
23	1	22-23	2047	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
24	1	23-24	2048	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
25	1	24-25	2049	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
26	1	25-26	2050	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
27	1	26-27	2051	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
28	1	27-28	2052	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
29	1	28-29	2053	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
30	1	29-30	2054	1	0.0016	0.1369	0.1895	0.005	0.002	0.0002	0.01
Total Increased Cancer Risk								1.22	0.582	0.047	**1.85**

Hazard Index	Maximum Fugitive PM2.5	Total PM2.5
0.0003	0.14	0.15

* Third trimester of pregnancy

Pinole Vista 1500 Fitzgerarld Drive, Pinole, CA - Fitzgerarld Drive Cancer Risk & PM2.5 Impacts at On-Site 3rd Floor Residential Receptors - 8.5 meter receptor height
30 Year Residential Exposure - Without MERV13 Filtration

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor $(mg/kg\text{-}day)^{-1}$
ASF = Age sensitivity factor for specified age group
ED = Exposure duration (years)
AT = Averaging time for lifetime cancer risk (years)
FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10^{-6}

Where: C_{air} = concentration in air ($\mu g/m^3$)
DBR = daily breathing rate (L/kg body weight-day)
A = Inhalation absorption factor
EF = Exposure frequency (days/year)
10^{-6} = Conversion factor

Cancer Potency Factors $(mg/kg\text{-}day)^{-1}$

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Values

	Infant/Child			Adult
Age -->	3rd Trimester	0 - 2	2 - 16	16 - 30
Parameter				
ASF =	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Maximum - Exposure Information					Concentration (ug/m3)			Cancer Risk (per million)			TOTAL
Exposure Year	Exposure Duration (years)	Age	Year	Age Sensitivity Factor	DPM	Exhaust TOG	Evaporative TOG	DPM	Exhaust TOG	Evaporative TOG	
0	0.25	-0.25 - 0*	2025	10	0.0012	0.0959	0.1328	0.016	0.007	0.0006	0.02
1	1	0 - 1	2025	10	0.0012	0.0959	0.1328	0.199	0.090	0.0073	0.30
2	1	1 - 2	2026	10	0.0012	0.0959	0.1328	0.199	0.090	0.0073	0.30
3	1	2 - 3	2027	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
4	1	3 - 4	2028	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
5	1	4 - 5	2029	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
6	1	5 - 6	2030	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
7	1	6 - 7	2031	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
8	1	7 - 8	2032	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
9	1	8 - 9	2033	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
10	1	9 - 10	2034	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
11	1	10 - 11	2035	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
12	1	11 - 12	2036	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
13	1	12 - 13	2037	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
14	1	13 - 14	2038	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
15	1	14 - 15	2039	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
16	1	15 - 16	2040	3	0.0012	0.0959	0.1328	0.031	0.014	0.0012	0.05
17	1	16-17	2041	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
18	1	17-18	2042	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
19	1	18-19	2043	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
20	1	19-20	2044	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
21	1	20-21	2045	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
22	1	21-22	2046	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
23	1	22-23	2047	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
24	1	23-24	2048	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
25	1	24-25	2049	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
26	1	25-26	2050	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
27	1	26-27	2051	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
28	1	27-28	2052	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
29	1	28-29	2053	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
30	1	29-30	2054	1	0.0012	0.0959	0.1328	0.003	0.002	0.0001	0.01
Total Increased Cancer Risk								0.90	0.408	0.033	**1.34**

* Third trimester of pregnancy

Hazard Index	Maximum Fugitive PM2.5	Total PM2.5
0.0002	0.10	0.10

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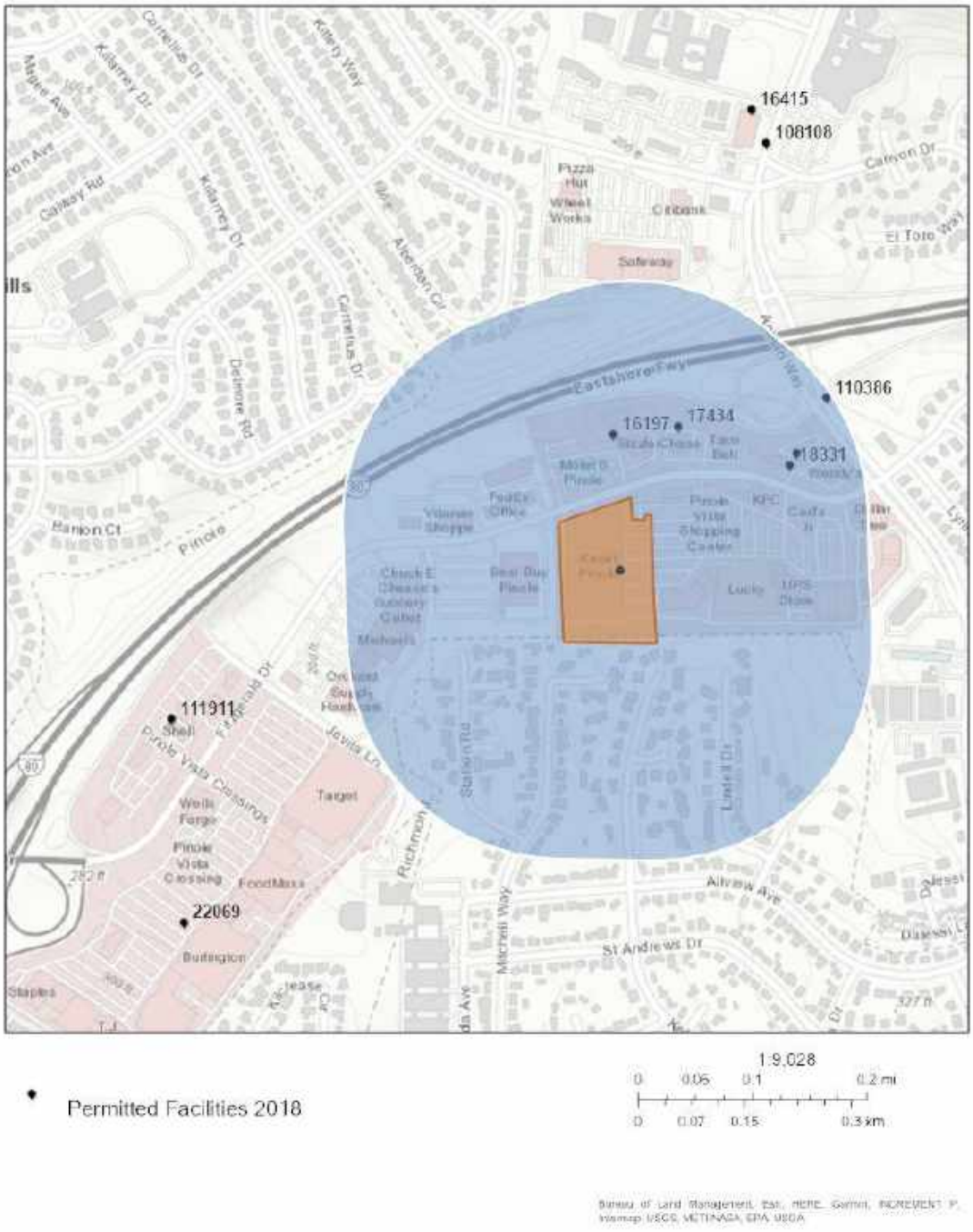
Stationary Source Risk & Hazards Screening Report

Area of Interest (AOI) Information

Area : 5,446,907.59 ft²

Oct 4 2021 10:37:02 Pacific Daylight Time



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Summary

Name	Count	Area(ft²)	Length(ft)
Permitted Facilities 2018	5	N/A	N/A

Permitted Facilities 2018

#	FACID	Name	Address	City	St
1	14155	West County Wastewater District	1541 Fitzgerald Dr	Pinole	CA
2	16197	Global Power Group, Inc	1330 Fitzgerld Dr, ToysRUs 5804	Pinole	CA
3	17434	Target Store T-0737	1400 Fitzgerald Dr	Pinole	CA
4	18331	Lucky #742	1530 Fitzgerald Dr	Pinole	CA
5	110386	7- Eleven Inc. #37994	2401 Appian Way	Pinole	CA

#	Zip	County	Cancer	Hazard	PM_25	Type	Count
1	94564	Contra Costa	1.460	0.000	0.000	Generators	1
2	94564	Contra Costa	0.000	0.000	0.000	Generators	1
3	94564	Contra Costa	0.010	0.000	0.000	Generators	1
4	94564	Contra Costa	0.000	0.000	0.000	Generators	1
5	94564	Contra Costa	51.730	0.230	0.000	Gas Dispensing Facility	1

Note: The estimated risk and hazard impacts from these sources would be expected to be substantially lower when site specific Health Risk Screening Assessments are conducted.

The screening level map is not recommended for evaluating sensitive land uses such as schools, senior centers, day cares, and health facilities.

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Bay Area Air Quality Management District

Risk & Hazard Stationary Source Inquiry Form

This form is required when users request stationary source data from BAAQMD

This form is to be used with the BAAQMD's Google Earth stationary source screening tables.

Click here for guidance on coducting risk & hazard screening, including roadways & freeways, refer to the District's Risk & Hazard Analysis flow chart.

Click here for District's Recommended Methods for Screening and Modeling Local Risks and Hazards document.

Table A: Requester Contact Information

Date of Request	**10/4/2021**
Contact Name	Casey Divine
Affiliation	Illingworth & Rodkin, Inc.
Phone	707-794-0400 x103
Email	cdivine@illingworthrodkin.com
Project Name	Pinole Vista
Address	1500 Fitzgerald Drive
City	Pinole
County	Contra Costa
Type (residential, commercial, mixed use, industrial, etc.)	Residential
Project Size (# of units or building square feet)	223du

Comments:

For Air District assistance, the following steps must be completed:

1. Complete all the contact and project information requested in **Table A**, forms will not be processed. Please include a project site map.

2. Download and install the free program Google Earth, **http://www.google.com/earth/download/ge/,** and then download the county specific Google Earth stationary source application files from the District's website, **http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx.** The small points on the map represent stationary sources permitted by the District (Map A on right). These permitted sources include diesel back-up generators, gas stations, dry cleaners, boilers, printers, auto spray booths, etc. Click on a point to view the source's Information Table, including the name, location, and preliminary estimated cancer risk, hazard index, and PM2.5 concentration.

3. Find the project site in Google Earth by inputting the site's address in the Google Earth search box.

4. Identify stationary sources within at least a 1000ft radius of project site. Verify that the location of the source on the map matches with the source's address in the Information Table, by using the Google Earth address search box to confirm the source's address location. Please report any mapping errors to the District.

5. List the stationary source information in **Table B** only.

6. Note that a small percentage of the stationary sources have Health Risk Screening Assessment (HRSA) data INSTEAD of screening level data. These sources will be noted by an asterisk next to the Plant Name (Map B on right). If HRSA values are presented, these values have already been modeled and cannot be adjusted further.

7. Email this completed form to District staff. District staff will provide the most recent risk, hazard, and PM2.5 data that are available for the source(s). If this information or data are not available, source emissions data will be provided. Staff will respond to inquiries within three weeks.

Note that a public records request received for the same stationary source information will cancel the processing of your SSIF request.

Submit forms, maps, and questions to Matthew Hanson at 415-749-8733, or mhanson@baaqmd.gov .

Table B: Google Earth data

Distance from Receptor (feet) or MEI[1]	Plant No.	Facility Name	Address	Cancer Risk[2]	Hazard Risk[2]	$PM_{2.5}$[2]	Source No.[3]	Type of Source[4]	Fuel Code[5]	Status/Comments
+1000	14155	West County Wastewater District	1541 Fitzgerald Dr	1.46	-	-		Generators		2018 Dataset
950	16197	Global Power Group, Inc	1330 Fitzgerld Dr, ToysRUs 5804	-	-	-		Generators		2018 Dataset
+1000	17434	Target Store T-0737	1400 Fitzgerald Dr	0.01	-	-		Generators		2018 Dataset
415	18331	Lucky #742	1530 Fitzgerald Dr	-	-	-		Generators		2018 Dataset
+1000	110386	7- Eleven Inc. #37994	2401 Appian Way	51.73	0.23	-		Gas Dispensing Facility		2018 Dataset

Construction MEI

Distance Adjustment Multiplier	Adjusted Cancer Risk Estimate	Adjusted Hazard Risk	Adjusted PM2.5
0.04	0.06	#VALUE!	#VALUE!
0.04	#VALUE!	#VALUE!	#VALUE!
0.04	0.0004	#VALUE!	#VALUE!
0.15	#VALUE!	#VALUE!	#VALUE!
0.01	0.77	0.003	#VALUE!

Project Site

Distance from Receptor (feet) or MEI[1]	FACID (Plant No.)	Distance Adjustment Multiplier	Adjusted Cancer Risk Estimate	Adjusted Hazard Risk	Adjusted PM2.5
+1000	14155	0.04	0.06	#VALUE!	#VALUE!
340	16197	0.22	#VALUE!	#VALUE!	#VALUE!
500	17434	0.12	0.001	#VALUE!	#VALUE!
415	18331	0.15	#VALUE!	#VALUE!	#VALUE!
+1000	110386	0.01	0.77	0.003	#VALUE!

Footnotes:

1. Maximally exposed individual
2. These Cancer Risk, Hazard Index, and PM2.5 columns represent the values in the Google Earth Plant Information Table.
3. Each plant may have multiple permits and sources.
4. Permitted sources include diesel back-up generators, gas stations, dry cleaners, boilers, printers, auto spray booths, etc.
5. Fuel codes: 98 = diesel, 189 = Natural Gas.
6. If a Health Risk Screening Assessment (HRSA) was completed for the source, the application number will be listed here.
7. The date that the HRSA was completed.
8. Engineer who completed the HRSA. For District purposes only.
9. All HRSA completed before 1/5/2010 need to be multiplied by an age sensitivity factor of 1.7.
10. The HRSA "Chronic Health" number represents the Hazard Index.
11. Further information about common sources:
    a. Sources that only include diesel internal combustion engines can be adjusted using the BAAQMD's Diesel Multiplier worksheet.
    b. The risk from natural gas boilers used for space heating when <25 MM BTU/hr would have an estimated cancer risk of one in a million or less, and a chronic hazard index of 0.003 or less.
    c. BAAQMD Reg 11 Rule 16 required that all co-residential (sharing a wall, floor, ceiling or is in the same building as a residential unit) dry cleaners cease use of perc on July 1, 2010.
    Therefore, there is no cancer risk, hazard or PM2.5 concentrations from co-residential dry cleaning businesses in the BAAQMD.
    d. Non co-residential dry cleaners must phase out use of perc by Jan. 1, 2023. Therefore, the risk from these dry cleaners does not need to be factored in over a 70-year period, but instead should reflect
    e. Gas stations can be adjusted using BAAQMD's Gas Station Distance Mulitplier worksheet.
    f. Unless otherwise noted, exempt sources are considered insignificant. See BAAQMD Reg 2 Rule 1 for a list of exempt sources.
    g. This spray booth is considered to be insignificant.

Date last updated:
03/13/2018

MEMORANDUM

To:	Richard Schoebel, Retail Opportunity Investments Corp. (ROIC)	**From:**	Yingying Cai, Rei Scampavia, and Brian Kearns
cc:	Chris Cole, Metrovation		
Date:	October 26, 2021		
Subject:	Biological Constraints Assessment for ROIC Pinole Vista Mixed Use Project, Pinole, Contra Costa County, California (WRA Project #31272)		

Purpose

The purpose of this memorandum is to summarize the methods, results, and conclusions of a biological constraints assessment to support the Retail Opportunity Investments Corp. (ROIC) Pinole Vista Mixed Use Project (Project), located in the City of Pinole in Contra Costa County, California (Attachment A, Figure 1). The Project involves the creation of a mixed-use redevelopment, which will utilize an existing commercial parking lot, located at 1500 Fitzgerald Drive, Pinole, California (Attachment A, Figure 2). This memorandum also includes an analysis of potential project impacts, as well as recommended avoidance and minimization measures. As no project designs have been created to date, this memorandum includes only a preliminary analysis of potential biological constraints.

Methods

On September 15, 2021, WRA biologists, Rei Scampavia and Brian Kearns, traversed the Project Area on foot to document existing conditions. The potential occurrence of special-status species in the overall Project Area was evaluated by first determining which special-status species occur in the vicinity of the Project Area through a literature and database search. Resources reviewed included the following:

- California Department of Fish and Wildlife (CDFW) Natural Diversity Database records (CNDDB; CDFW 2021),
- U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation Species Lists (USFWS 2021),
- California National Plant Society (CNPS) Inventory records (CNPS 2021a),
- A Manual of California Vegetation Online (CNPS 2021b),
- Consortium of California Herbaria 2 (CCH2 2021),
- SoilWeb (CSRL 2021),
- Contemporary aerial photographs (Google Earth 2021), and
- Historical aerial photographs (NETR 2021).

During the site visit, land cover types within the Project Area were characterized, mapped, and classified as sensitive or non-sensitive. The Project Area was also examined for indicators of wetlands, non-wetland

waters, and riparian habitat potentially subject to the jurisdiction of the U.S. Army Corps of Engineers (Corps), the Regional Water Quality Control Board (RWQCB), and/or the CDFW.

The Project Area was assessed for potential development-related constraints. This analysis was performed to a level of detail necessary to understand what types of biological constraints may be associated with the Project. The conclusions of this report are based on conditions observed at the time of the site visit and regulatory policies and practices in place at the time the report was prepared; changes that may occur in the future with regard to conditions, policies, or practices could affect the conclusions presented in this study.

Results

Site Description

A map of land cover types and potential biological constraints within the Project Area is included as Attachment A, Figure 3. A list of species observed within and around the Project Area is included as Attachment B. Representative site photographs are included as Attachment C. A list of special-status species documented to occur in the vicinity of the Project Area, and an analysis of their potentials to occur within the Project Area, are included as Attachment D.

The majority of the Project Area consists of developed and landscaped areas. Coast live oak (*Quercus agrifolia*) woodland occurs along the southern boundary of the Project Area on a steep slope between the parking lot and a residential development. Historic aerial imagery (NETR 2021) indicates the coast live oak woodland in this marginal area became established after 1980. Within this wooded area, two parallel concrete ephemeral ditches run east-west throughout the length of the Project Area. Elevations within the Project Area range from 204 to 264 feet World Geodetic System (WGS) 84 (Google Earth 2021). Soils within the Project Area consist of Los Osos clay loam, 15 to 30 percent slopes (CSRL 2021).

The Project Area is surrounded by roads, parking lots, and retail stores to the north, east, and west. The southern border of the Project Area is adjacent to a residential development. Prior to 1968, the Project Area and surrounding areas consisted of grassland habitat (NETR 2021, Google Earth 2021). Between 1968 and 1980, the housing development south of the Project Area was constructed (NETR 2021, Google Earth 2021). The parking lot and associated buildings were constructed sometime in the early 1980s (NETR 2021). The Project Area and surrounding land uses have remained relatively unchanged since the 1980s (Google Earth 2021).

Land Cover Types

<u>Non-Sensitive Land Cover Types</u>

The Project Area includes three (3) non-sensitive land cover types: developed/landscaped, coast live oak woodland, and ephemeral ditch. The majority of the Project Area (6.03 acres) is developed/landscaped. Developed/landscaped areas within the Project Area include paved parking lot, a department store, a loading dock, and narrow strips of ornamental plantings of trees and shrubs, such as silver birch (*Betula pendula*) and crape myrtle (*Lagerstroemia indica*). This land cover type does not have an associated vegetation community, alliance, or association as it is devoid of non-ornamental vegetation.

Within the Project Area, 0.81 acre of coast live oak woodland occurs along the southern boundary of the Project Area on a steep man-made slope between the parking lot and a residential development. Coast live oak woodland within the Project Area is characterized by a mix of young and mature trees, with a relatively open understory of mostly bare ground and dense leaf litter. The canopy of coast live oak woodland is dominated by coast live oak, with lower cover of red willow (*Salix laevigata*), Aleppo pine (*Pinus halepensis*), and coast redwood (*Sequoia sempervirens*). The understory is characterized by scattered poison oak (*Toxicodendron diversilobum*) shrubs, and patches of non-native ruderal herbaceous vegetation, including rattail sixweeks grass (*Festuca myuros*), English ivy (*Hedera helix*), bristly ox-tongue (*Helminthotheca echioides*), bird's foot trefoil (*Lotus corniculatus*), and wild radish (*Raphanus sativus*). Vegetation within coast live oak woodland meets the requirements of the *Quercus agrifolia* Forest & Woodland Alliance (CDFW Rank S4), which is not considered a sensitive land cover type (CNPS 2021b).

Two parallel ephemeral ditches, covering 0.06 acre in total, occur within coast live oak woodland south of the parking lot. These concrete, v-shaped ditches appear to collect urban runoff from the residential development uphill, which is funneled into two storm drains located in roughly the center of the Project Area on an east-west axis. The ephemeral ditches did not contain any surface water at the time of the site visit, and appear to only hold runoff during precipitation events. Ephemeral ditches are sloped towards the storm drains and therefore unlikely to hold water once precipitation ceases. This land cover type does not have an associated vegetation community, alliance, or association as it is devoid of vegetation. Although they are not armored or concrete-lined, the ephemeral ditches within the Project Area are unlikely to be considered jurisdictional by the Corps, RWQCB, or CDFW, as they are man-made ephemeral features, excavated in upland for the sole purpose of collecting urban stormwater runoff.

<u>Sensitive Land Cover Types</u>

The Project Area does not include potential wetlands or waters of the U.S. and State, riparian areas, or other sensitive land cover types.

Special-status Plant Species

No special-status plant species were observed in the Project Area during the site assessment. Ninety-eight (98) special-status plant species have been documented within the vicinity of the Project Area (CDFW 2021, CNPS 2021a; Attachment B). These species are unlikely or have no potential to occur in the Project Area due to one or more of the following reasons:

- Specific edaphic conditions, such as serpentine or sandy soils, are absent;
- Specific hydrologic conditions, such as riverine or tidal waters, are absent;
- Common associated plant species and vegetation communities are absent;
- A viable seed bank is unlikely to be present due to historic and contemporary soil alterations; and
- Development including pavement and structures precludes the presence of the species.

Special-status Wildlife Species

No special-status wildlife species were observed in the Project Area during the site assessment. Fifty-five (55) special-status wildlife species have been documented within the vicinity of the Project Area (CDFW

2021, USFWS 2021; Attachment B). Fifty-four (54) of these species are unlikely or have no potential to occur in the Project Area zone due to one or more of the following reasons:

- The setting of the Project Area is thoroughly urban and highly disturbed, making it unsuitable for special-status species;
- Aquatic habitats necessary to support special-status wildlife species (e.g., ponds, freshwater streams/rivers) are not present;
- Vegetation communities (e.g., tidal or freshwater marsh, grassland, oak woodlands, old-growth coniferous forest, and riparian woodland/forest) that provide nesting and/or foraging resources necessary to support special-status wildlife species are not present;
- Structures or vegetation (e.g., caves, old-growth trees, and small mammal burrows) necessary to provide nesting or cover habitat to support special-status wildlife species are not present;
- Host plants necessary to provide larval and nectar resources required for the completion of life cycles for specific special-status insects are not present; and
- The Project Area is outside of special-status wildlife species' documented range.

One (1) special-status wildlife species was determined to have potential to occur within the Project Area: white-tailed kite (*Elanus leucurus*, CDFW Fully Protected). This species is discussed below. Additionally, given that the Project Area is located in relatively close proximity to the documented range of the Alameda whipsnake (AWS; *Masticophis lateralis euryxanthus*, Federal Threatened, State Threatened), it is discussed in further detail below despite being unlikely to occur within the Project Area.

<u>White-tailed kite (Moderate potential to nest)</u>

The white-tailed kite is resident in open to semi-open habitats throughout the lower elevations of California, including grasslands, savannahs, woodlands, agricultural areas and wetlands. Vegetative structure and prey availability seem to be more important habitat elements than associations with specific plants or vegetative communities (Dunk 1995). Nests are constructed mostly of twigs and placed in trees, often at habitat edges. Nest trees are highly variable in size, structure, and immediate surroundings, ranging from shrubs to trees greater than 150 feet tall (Dunk 1995). This species preys upon a variety of small mammals, as well as other vertebrates and invertebrates.

White-tailed kite has a moderate potential to nest in the larger trees along the southern portion of the Project Area.

<u>Alameda whipsnake (Unlikely to occur, but documented in the vicinity)</u>

AWS is restricted to the inner Coast Range in western and central Contra Costa and Alameda Counties (USFWS 2006). AWS is associated with scrub communities, including mixed chaparral, chamise-redshank chaparral, coastal scrub, and annual grassland and oak woodlands that lie adjacent to scrub habitats that contain areas of rock outcroppings. Rock outcroppings are important as they are a favored location for lizard prey. AWS frequently venture into adjacent habitats, including grassland, oak savanna, and occasionally oak-bay woodland.

AWS was listed as California State Threatened on June 6, 1971, Federal Threatened on December 5, 1997 (62 FR 64306), and critical habitat was designated on October 2, 2006 (71 FR 58176). The range of AWS is restricted to the inner Coast Range in western and central Contra Costa and Alameda Counties (USFWS 2006). The historical range of AWS has been fragmented into five (5) disjunct populations: Tilden-Briones,

Oakland-Las Trampas, Hayward-Pleasanton Ridge, Sunol-Cedar Mountain, and the Mount Diablo-Black Hills (USFWS 1997).

The physical and biological features for AWS include: scrub/shrub communities with a mosaic of open and closed canopy; woodland or annual grassland plant communities contiguous to lands containing scrub communities; lands containing rock outcrops, talus, and small mammal burrows within or in proximity to scrub communities; and accessible dispersal habitat (USFWS 2006). Use of habitats other than scrub by AWS is now known to be more common, especially for corridor movement. Thus, habitats, including grassland and riparian communities, adjacent to scrub habitat are considered essential to AWS conservation (USFWS 2006).

The nearest documented occurrence of AWS is approximately 4.1 miles southeast of the Project Area near San Pablo Reservoir (CDFW 2021). Critical habitat has also been designated for AWS approximately 2 miles south of the Project Area in the same vicinity as the aforementioned occurrence. However, the Project Area is separated from known source populations of AWS by large swaths of residential development and major roadways, both of which are considered to be a complete barrier to dispersal for AWS. Additionally, the physical and biological features discussed above are generally absent from the Project Area, given that the hillside to the south of the developed portion of the Project Area is generally devoid of rocky outcrops or scrub/shrub cover. Given these factors, AWS is considered unlikely to traverse the Project Area during any portion of its life history.

Potential Project Impacts and Recommended Avoidance and Mitigation Measures

No potentially sensitive land cover type occurs within the Project Area. No special-status species were observed within the Project Area, and no special-status plants or wildlife, with the exception of white-tailed kite, have potential to occur within the Project Area. Nesting birds, including white-tailed kite, have potential to occur in these areas, particularly in landscaped and natural vegetation within the Project Area (Appendix A, Figure 3). Furthermore, some trees within the Project Area are protected under the Ordinance of the Pinole Municipal Code (Tree Ordinance). Restricting work, including equipment staging and access, to paved portions of the Project Area should minimize impacts to nesting birds, including white-tailed kite, and protected trees. The measures described below should be implemented to reduce any impacts to a less-than-significant level.

Nesting Birds

<u>Potential Project Impacts</u>

Project activities have the potential to result in direct or indirect impacts to native nesting birds. Nesting birds, including white-tailed kite, have the potential to nest in trees, shrubs, and herbaceous vegetation, and on man-made structures within the Project Area. While less likely due to frequent disturbance, nesting birds may also nest in trees, shrubs, herbaceous vegetation, and on man-made structures within the Project Area. Most nesting birds in California are protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. As a result of these protections, the removal or disturbance of active nests (i.e., those containing eggs or young) is prohibited. While no specific permit is required for nesting bird protection, Fish and Game Code requires avoidance of impacts to nesting birds. Areas within the Project Area with the greatest likelihood to support nesting birds include trees and other landscaping or natural cover in adjacent undeveloped areas.

Recommended Avoidance and Minimization Measures

To avoid impacts to these birds in compliance with Fish and Game Code, tree removal can be conducted outside of the breeding bird season, which is February 1 through August 31. If construction is scheduled to commence between February 1 and August 31, pre-construction surveys for breeding birds would be needed within 14 days prior to construction. If active bird nests are found, avoidance buffers specific to the species in question and setting of the nest would be required as determined by a qualified biologist. The buffers would establish a "no-construction zone" which would remain in place until after young have fledged the nest or the nest otherwise becomes inactive. At a minimum, any active nests should be monitored during construction to ensure that construction activities are not affecting nesting success. Nesting bird surveys would generally be repeated during the nesting bird season if the Project experiences work stoppages greater than 14 days, given that new nests may have been initiated in the absence of disturbance.

Trees

Potential Project Impacts

A total of 83 trees are located within the Project Area, including 42 trees large enough and/or of select native tree species to be considered protected trees per the City of Pinole's Tree Ordinance (Attachment A, Figure 3). Protected trees are concentrated in coast live oak woodland; however, scattered protected trees are also present in landscaped portions of the Project Area. A complete list of all trees surveyed, and a discussion of the Tree Ordinance, is presented in a separate tree survey report also prepared by WRA.

Recommended Avoidance and Minimization Measures

Should any protected trees be removed, all applicable measures discussed in the Tree Ordinance, including obtaining a tree removal permit, should be adopted. Further recommendations are described in the WRA tree survey report.

Conclusions

Potential biological constraints within the Project Area include nesting birds and protected trees. It is recommended that project-specific avoidance and minimization measures be developed as the Project design is advanced.

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Attachments

Attachment A. Figures
- Figure 1. Project Area Location
- Figure 2. Aerial View of the Project Area
- Figure 3. Biological Constraints within the Project Area

Attachment B. Species Observed within and around the Project Area

Attachment C. Representative Site Photographs

Attachment D. Special-Status Species Potentials Table

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Attachment A
Figures

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Sources: National Geographic, WRA | Prepared By: njander, 9/20/2021

Figure 1. Project Area Regional Location Map

ROIC Pinole Vista
Mixed Use Project
Pinole, Contra Costa County
California

0 0.5 1 Miles

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Sources: USDA NAIP Imagery 2020, WRA | Prepared By: njander, 9/17/2021

Figure 2. Aerial View of the Project Area

ROIC Pinole Vista
Mixed Use Project
Pinole, Contra Costa County
California

0 100 200 Feet

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Return to Agenda

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Sources: USDA NAIP Imagery 2020, WRA | Prepared By: njander, 10/6/2021

Figure 3. Biological Constraints within the Project Area

ROIC Pinole Vista
Mixed Use Project
Pinole, Contra Costa County
California

0 50 100 Feet

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Attachment B
Species Observed within and around the Project Area

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Attachment B-1. Plant species observed within the Project Area on September 15, 2021

Scientific Name	Common Name	Origin	Form	Rarity Status[1]	CAL-IPC Status[2]	Wetland Status[3]
Agave americana	Century plant	non-native	perennial herb	-	-	-
Avena sp.	Oat	non-native (invasive)	-	-	Moderate	-
Betula pendula	Silver birch	non-native	tree			
Bromus hordeaceus	Soft chess	non-native (invasive)	annual grass	-	Limited	FACU
Carduus pycnocephalus ssp. *pycnocephalus*	Italian thistle	non-native (invasive)	annual herb	-	Moderate	-
Convolvulus arvensis	Field bindweed	non-native	perennial herb, vine	-	-	-
Dietes iridoides	Fortnight lily	non-native	perennial herb	-	-	-
Epilobium brachycarpum	Willow herb	native	annual herb	-	-	FAC
Erigeron bonariensis	Flax-leaved horseweed	non-native	annual herb	-	-	FACU
Eucalyptus globulus	Blue gum	non-native (invasive)	tree	-	Limited	-
Eucalyptus polyanthemos	Silver dollar gum	non-native	tree	-	-	-
Festuca myuros	Rattail sixweeks grass	non-native (invasive)	annual grass	-	Moderate	FACU
Hedera helix	English ivy	non-native (invasive)	vine, shrub	-	High	FACU
Helminthotheca echioides	Bristly ox-tongue	non-native (invasive)	annual, perennial herb	-	Limited	FAC
Hypochaeris radicata	Hairy cats ear	non-native (invasive)	perennial herb	-	Moderate	FACU
Lactuca saligna	Willow lettuce	non-native	annual herb	-	-	UPL
Lagerstroemia indica	Crape myrtle	non-native	tree	-	-	-
Ligustrum sp.	Privet	non-native	shrub	-	-	-
Lotus corniculatus	Bird's foot trefoil	non-native	perennial herb	-	-	FAC
Pinus halepensis	Aleppo pine	native	tree	-	-	-
Pinus pinea	Italian stone pine	non-native	tree	-	-	-
Pyrus calleryana	Bradford pear	non-native	tree	-	-	-
Quercus agrifolia	Coast live oak	native	tree	-	-	-
Quercus chrysolepis	Gold cup live oak	native	tree	-	-	-
Quercus ilex	Holly oak	non-native	tree	-	-	-
Raphanus sativus	Wild radish	non-native (invasive)	annual, biennial herb	-	Limited	-

Scientific Name	Common Name	Origin	Form	Rarity Status[1]	CAL-IPC Status[2]	Wetland Status[3]
Salix laevigata	Red willow	native	tree	-	-	FACW
Salix lasiolepis	Arroyo willow	native	tree, shrub	-	-	FACW
Salvia rosmarinus	Rosemary	non-native	shrub	-	-	-
Sequoia sempervirens	Coast redwood	native	tree	-	-	-
Stipa miliacea var. miliacea	Smilo grass	non-native (invasive)	perennial grass	-	Limited	-
Toxicodendron diversilobum	Poison oak	native	vine, shrub	-	-	FACU
Trachelospermum jasminoides	Star jasmine	non-native	vine, shrub	-	-	-
Vicia sp.	vetch	-	vine	-	-	-

All species identified using the *Jepson Flora Project* (Jepson eFlora 2021*)*; nomenclature follows Jepson eFlora. Sp.: "species", intended to indicate that the observer was confident in the identity of the genus but uncertain which species.

[1]Rare Status: The CNPS Inventory of Rare and Endangered Plants (CNPS 2021)

- FE: Federal Endangered
- FT: Federal Threatened
- SE: State Endangered
- ST: State Threatened
- SR: State Rare
- Rank 1A: Plants presumed extirpated in California and either rare or extinct elsewhere
- Rank 1B: Plants rare, threatened, or endangered in California and elsewhere
- Rank 2A: Plants presumed extirpated in California, but more common elsewhere
- Rank 2B: Plants rare, threatened, or endangered in California, but more common elsewhere
- Rank 3: Plants about which we need more information – a review list
- Rank 4: Plants of limited distribution – a watch list

[2]Invasive Status: California Invasive Plant Inventory (Cal-IPC 2021)

- High: Severe ecological impacts; high rates of dispersal and establishment; most are widely distributed ecologically.
- Moderate: Substantial and apparent ecological impacts; moderate-high rates of dispersal, establishment dependent on disturbance; limited-moderate distribution ecologically
- Limited: Minor or not well documented ecological impacts; low-moderate rate of invasiveness; limited distribution ecologically
- Assessed: Assessed by Cal-IPC and determined to not be an existing current threat

Scientific Name	Common Name	Origin	Form	Rarity Status[1]	CAL-IPC Status[2]	Wetland Status[3]
[3]Wetland Status: National List of Plant Species that Occur in Wetlands, Arid West Region (Corps 2018) OBL: Almost always a hydrophyte, rarely in uplands FACW: Usually a hydrophyte, but occasionally found in uplands FAC: Commonly either a hydrophyte or non-hydrophyte FACU: Occasionally a hydrophyte, but usually found in uplands UPL: Rarely a hydrophyte, almost always in uplands NL: Rarely a hydrophyte, almost always in uplands NI: No information; not factored during wetland delineation						

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Attachment B-2. Wildlife species observed within and around the Project Area on September 15, 2021

Scientific name	Common Name	Status
Reptiles		
Sceloporus occidentalis	Western fence lizard	No status
Birds		
Thryomanes bewickii	Bewick's wren	No status
Meleagris gallopavo	Wild turkey	No status
Sialia mexicana	Western bluebird	No status
Zonotrichia leucophrys	White-crowned sparrow	No status

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Attachment C
Representative Site Photographs

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Photograph 1. View of a developed, paved lot in the western portion of the Project Area, facing north.

Photograph 2. View of a landscaped area in the northern portion of the Project Area, facing east.

Photograph 3. View of a developed, paved lot with landscaped islands in the center of the Project Area, facing south.

Photograph 4. View of coast live oak woodland in the southern portion of the Project Area, facing northeast.

Photograph 5. View of coast live oak woodland and a concrete, ephemeral ditch in the southern portion of the Project Area, facing west.

Photograph 6. View of a concrete ephemeral ditch in the southwestern portion of the Project Area, facing west.

Photograph 7. View of a concrete ephemeral ditch (bottom) and coast live oak woodland in the southern portion of the Project Area, facing north.

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Attachment D
Special-Status Species Potential Table

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Attachment D. Table of Special-status Plants Documented in the Vicinity of the Project Area. List compiled from the California Department of Fish and Wildlife Natural Diversity Database (CDFW 2021), U.S. Fish and Wildlife Service Information for Planning and Conservation Database (USFWS 2021), and California Native Plant Society Electronic Inventory of Rare and Endangered Plants (CNPS 2021a) for the Richmond, Petaluma Point, Mare Island, Benicia, Briones Valley, Oakland East, Oakland West, San Francisco North, and San Quentin USGS 7.5-minute quadrangles.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
PLANTS				
Napa false indigo *Amorpha californica* var. *napensis*	Rank 1B.2	broadleafed upland forest, chaparral, cismontane woodland. Elevation ranges from 165 to 6560 feet (50 to 2000 meters). Blooms Apr-Jul.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. The nearest documented occurrences of this species are in San Rafael and Mill Valley, approximately 14 miles west of the Project Area.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
bent-flowered fiddleneck *Amsinckia lunaris*	Rank 1B.2	cismontane woodland, coastal bluff scrub, valley and foothill grassland. Elevation ranges from 10 to 1640 feet (3 to 500 meters). Blooms Mar-Jun.	**Unlikely.** Woodland habitat within the Project Area was heavily graded within the past 50 years, when it was converted from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland habitat within the Project Area. The nearest documented occurrences of this species are in naturally-occurring woodlands, approximately 4 miles southeast of the Project Area.	No further actions are recommended for this species.
California androsace *Androsace elongata* ssp. *acuta*	Rank 4.2	chaparral, cismontane woodland, coastal scrub, meadows and seeps, pinyon and juniper woodland, valley and foothill grassland. Elevation ranges from 490 to 4280 feet (150 to 1305 meters). Blooms Mar-Jun.	**Unlikely.** Woodland habitat within the Project Area was heavily graded within the past 50 years, when it was converted from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland habitat within the Project Area. The nearest documented occurrences of this species within the past century is located in Walnut Creek, approximately 15 miles southeast of the Project Area.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
coast rockcress *Arabis blepharophylla*	Rank 4.3	broadleafed upland forest, coastal bluff scrub, coastal prairie, coastal scrub. Elevation ranges from 10 to 3610 feet (3 to 1100 meters). Blooms Feb-May.	**No potential.** The Project Area does not contain rocky sites to support this species.	No further actions are recommended for this species.
Franciscan manzanita *Arctostaphylos franciscana*	FE, Rank 1B.1	coastal scrub. Elevation ranges from 195 to 985 feet (60 to 300 meters). Blooms Feb-Apr.	**No potential.** The Project Area does not contain coastal scrub habitat to support this species.	No further actions are recommended for this species.
Presidio manzanita *Arctostaphylos montana* ssp. *ravenii*	FE, SE, Rank 1B.1	chaparral, coastal prairie, coastal scrub. Elevation ranges from 150 to 705 feet (45 to 215 meters). Blooms Feb-Mar.	**No potential**. The Project Area does not contain chaparral, coastal prairie, or coastal scrub habitat to support this species.	No further actions are recommended for this species.
pallid manzanita *Arctostaphylos pallida*	FT, SE, Rank 1B.1	broadleafed upland forest, chaparral, cismontane woodland, closed-cone coniferous forest, coastal scrub. Elevation ranges from 605 to 1525 feet (185 to 465 meters). Blooms Dec-Mar.	**No potential.** The Project Area does not contain uplifted marine terraces on siliceous shale or thin chert to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
marsh sandwort *Arenaria paludicola*	FE, SE, Rank 1B.1	marshes and swamps. Elevation ranges from 10 to 560 feet (3 to 170 meters). Blooms May-Aug.	**No potential.** The Project Area does not contain marsh or swamp habitat to support this species.	No further actions are recommended for this species.
Carlotta Hall's lace fern *Aspidotis carlotta-halliae*	Rank 4.2	chaparral, cismontane woodland. Elevation ranges from 330 to 4595 feet (100 to 1400 meters). Blooms Jan-Dec.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. Furthermore, the Project Area does not contain serpentine slopes, crevices, or outcrops, with which this species is generally associated.	No further actions are recommended for this species.
ocean bluff milk-vetch *Astragalus nuttallii* var. *nuttallii*	Rank 4.2	coastal bluff scrub, coastal dunes. Elevation ranges from 10 to 395 feet (3 to 120 meters). Blooms Jan-Nov.	**No potential.** The Project Area does not contain coastal bluff scrub or coastal dune habitat to support this species.	No further actions are recommended for this species.
alkali milk-vetch *Astragalus tener* var. *tener*	Rank 1B.2	playas, valley and foothill grassland, vernal pools. Elevation ranges from 5 to 195 feet (1 to 60 meters). Blooms Mar-Jun.	**No potential.** The Project Area does not contain playa, grassland, or vernal pool habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
big tarplant *Blepharizonia plumosa*	Rank 1B.1	valley and foothill grassland. Elevation ranges from 100 to 1655 feet (30 to 505 meters). Blooms Jul-Oct.	**No potential.** The Project Area does not contain grassland habitat to support this species.	No further actions are recommended for this species.
serpentine reed grass *Calamagrostis ophitidis*	Rank 4.3	chaparral, lower montane coniferous forest, meadows and seeps, valley and foothill grassland. Elevation ranges from 295 to 3495 feet (90 to 1065 meters). Blooms Apr-Jul.	**No potential.** The Project Area does not contain chaparral, lower montane coniferous forest, meadow, seep, or grassland habitat to support this species.	No further actions are recommended for this species.
Mt. Diablo fairy-lantern *Calochortus pulchellus*	Rank 1B.2	chaparral, cismontane woodland, riparian woodland, valley and foothill grassland. Elevation ranges from 100 to 2755 feet (30 to 840 meters). Blooms Apr-Jun.	**No potential.** The range of this species is currently restricted to Mount Diablo.	No further actions are recommended for this species.
Tiburon mariposa-lily *Calochortus tiburonensis*	FT, ST, Rank 1B.1	valley and foothill grassland. Elevation ranges from 165 to 490 feet (50 to 150 meters). Blooms Mar-Jun.	**No potential.** The Project Area does not contain grassland habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Oakland star-tulip *Calochortus umbellatus*	Rank 4.2	broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, valley and foothill grassland. Elevation ranges from 330 to 2295 feet (100 to 700 meters). Blooms Mar-May.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. The nearest documented occurrence of this species is from 1900, located in the San Pablo Hills approximately 3 miles west of the Project Area.	No further actions are recommended for this species.
coastal bluff morning-glory *Calystegia purpurata* ssp. *saxicola*	Rank 1B.2	coastal bluff scrub, coastal dunes, coastal scrub, north coast coniferous forest. Elevation ranges from 0 to 345 feet (0 to 105 meters). Blooms (Mar)Apr-Sep.	**No potential.** The Project Area does not contain coastal bluff scrub, coastal dune, coastal scrub, or north coast coniferous habitat to support this species.	No further actions are recommended for this species.
bristly sedge *Carex comosa*	Rank 2B.1	coastal prairie, marshes and swamps, valley and foothill grassland. Elevation ranges from 0 to 2050 feet (0 to 625 meters). Blooms May-Sep.	**No potential.** The Project Area does not contain coastal prairie, marsh, swamp, or grassland habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
northern meadow sedge *Carex praticola*	Rank 2B.2	meadows and seeps. Elevation ranges from 0 to 10500 feet (0 to 3200 meters). Blooms May-Jul.	**No potential.** The Project Area does not contain meadows or seeps to support this species.	No further actions are recommended for this species.
Tiburon paintbrush *Castilleja affinis* var. *neglecta*	FE, ST, Rank 1B.2	valley and foothill grassland. Elevation ranges from 195 to 1310 feet (60 to 400 meters). Blooms Apr-Jun.	**No potential.** The Project Area does not contain grassland habitat to support this species.	No further actions are recommended for this species.
johnny-nip *Castilleja ambigua* var. *ambigua*	Rank 4.2	coastal bluff scrub, coastal prairie, coastal scrub, marshes and swamps, valley and foothill grassland, vernal pools. Elevation ranges from 0 to 1425 feet (0 to 435 meters). Blooms Mar-Aug.	**No potential**. The Project Area does not contain coastal bluff scrub, coastal prairie, coastal scrub, marsh, swamp, grassland, or vernal pool habitat to support this species.	No further actions are recommended for this species.
Congdon's tarplant *Centromadia parryi* ssp. *congdonii*	Rank 1B.1	valley and foothill grassland. Elevation ranges from 0 to 755 feet (0 to 230 meters). Blooms May-Oct(Nov).	**No potential.** The Project Area does not contain grassland habitat to support this species.	No further actions are recommended for this species.
Point Reyes salty bird's-beak *Chloropyron maritimum* ssp. *palustre*	Rank 1B.2	marshes and swamps. Elevation ranges from 0 to 35 feet (0 to 10 meters). Blooms Jun-Oct.	**No potential.** The Project Area does not contain marsh or swamp habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
soft salty bird's-beak *Chloropyron molle* ssp. *molle*	FE, SR, Rank 1B.2	marshes and swamps. Elevation ranges from 0 to 10 feet (0 to 3 meters). Blooms Jun-Nov.	**No potential.** The Project Area does not contain marsh or swamp habitat to support this species.	No further actions are recommended for this species.
San Francisco Bay spineflower *Chorizanthe cuspidata* var. *cuspidata*	Rank 1B.2	coastal bluff scrub, coastal dunes, coastal prairie, coastal scrub. Elevation ranges from 10 to 705 feet (3 to 215 meters). Blooms Apr-Jul(Aug).	**No potential.** The Project Area does not contain coastal bluff scrub, coastal dune, coastal prairie, or coastal scrub habitat to support this species.	No further actions are recommended for this species.
robust spineflower *Chorizanthe robusta* var. *robusta*	FE, Rank 1B.1	chaparral, cismontane woodland, coastal dunes, coastal scrub. Elevation ranges from 10 to 985 feet (3 to 300 meters). Blooms Apr-Sep.	**No potential.** The Project Area does not contain sandy terraces, bluffs, or loose sand to support this species.	No further actions are recommended for this species.
Bolander's water-hemlock *Cicuta maculata* var. *bolanderi*	Rank 2B.1	marshes and swamps. Elevation ranges from 0 to 655 feet (0 to 200 meters). Blooms Jul-Sep.	**No potential.** The Project Area does not contain marsh or swamp habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Franciscan thistle *Cirsium andrewsii*	Rank 1B.2	broadleafed upland forest, coastal bluff scrub, coastal prairie, coastal scrub. Elevation ranges from 0 to 490 feet (0 to 150 meters). Blooms Mar-Jul.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. Furthermore, the Project Area does not contain serpentine slopes, crevices, or outcrops, with which this species is generally associated. The nearest documented occurrences of this species are located in San Francisco, and are separated from the Project Area by the San Francisco Bay.	No further actions are recommended for this species.
Mt. Tamalpais thistle *Cirsium hydrophilum* var. *vaseyi*	Rank 1B.2	broadleafed upland forest, chaparral, meadows and seeps. Elevation ranges from 785 to 2035 feet (240 to 620 meters). Blooms May-Aug.	**No potential.** The Project Area does not contain serpentine streams or seeps to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Santa Clara red ribbons *Clarkia concinna* ssp. *automixa*	Rank 4.3	chaparral, cismontane woodland. Elevation ranges from 295 to 4920 feet (90 to 1500 meters). Blooms (Apr)May-Jun(Jul).	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. There are no documented occurrences of this species within 20 miles of the Project Area.	No further actions are recommended for this species.
Presidio clarkia *Clarkia franciscana*	FE, SE, Rank 1B.1	coastal scrub, valley and foothill grassland. Elevation ranges from 80 to 1100 feet (25 to 335 meters). Blooms May-Jul.	**No potential.** The Project Area does not contain coastal scrub or grassland habitat to support this species.	No further actions are recommended for this species.
round-headed Chinese-houses *Collinsia corymbosa*	Rank 1B.2	coastal dunes. Elevation ranges from 0 to 65 feet (0 to 20 meters). Blooms Apr-Jun.	**No potential.** The Project Area does not contain coastal dune habitat to support this species.	No further actions are recommended for this species.
San Francisco collinsia *Collinsia multicolor*	Rank 1B.2	closed-cone coniferous forest, coastal scrub. Elevation ranges from 100 to 900 feet (30 to 275 meters). Blooms (Feb)Mar-May.	**No potential.** The Project Area does not contain closed-cone coniferous forest or coastal scrub habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
serpentine collomia *Collomia diversifolia*	Rank 4.3	chaparral, cismontane woodland. Elevation ranges from 655 to 1970 feet (200 to 600 meters). Blooms May-Jun.	**No potential.** The Project Area does not contain ultramafic rocky or gravelly soils to support this species.	No further actions are recommended for this species.
western leatherwood *Dirca occidentalis*	Rank 1B.2	broadleafed upland forest, chaparral, cismontane woodland, closed-cone coniferous forest, north coast coniferous forest, riparian forest, riparian woodland. Elevation ranges from 80 to 1395 feet (25 to 425 meters). Blooms Jan-Mar(Apr).	**No potential.** The Project Area does not contain brushy slopes or mesic sites to support this species.	No further actions are recommended for this species.
small spikerush *Eleocharis parvula*	Rank 4.3	marshes and swamps. Elevation ranges from 5 to 9910 feet (1 to 3020 meters). Blooms (Apr)Jun-Aug(Sep).	**No potential.** The Project Area does not contain marsh or swamp habitat to support this species.	No further actions are recommended for this species.
marsh horsetail *Equisetum palustre*	Rank 3	marshes and swamps. Elevation ranges from 150 to 3280 feet (45 to 1000 meters). Blooms Unk.	**No potential.** The Project Area does not contain marsh or swamp habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Tiburon buckwheat *Eriogonum luteolum* var. *caninum*	Rank 1B.2	chaparral, cismontane woodland, coastal prairie, valley and foothill grassland. Elevation ranges from 0 to 2295 feet (0 to 700 meters). Blooms May-Sep.	**No potential.** The Project Area does not contain serpentine soils, or sandy to gravelly substrates, to support this species.	No further actions are recommended for this species.
Jepson's coyote-thistle *Eryngium jepsonii*	Rank 1B.2	valley and foothill grassland, vernal pools. Elevation ranges from 10 to 985 feet (3 to 300 meters). Blooms Apr-Aug.	**No potential.** The Project Area does not contain grassland or vernal pool habitat to support this species.	No further actions are recommended for this species.
San Francisco wallflower *Erysimum franciscanum*	Rank 4.2	chaparral, coastal dunes, coastal scrub, valley and foothill grassland. Elevation ranges from 0 to 1805 feet (0 to 550 meters). Blooms Mar-Jun.	**No potential.** The Project Area does not contain chaparral, coastal dune, coastal scrub, or grassland habitat to support this species.	No further actions are recommended for this species.
cut-leaved monkeyflower *Erythranthe laciniata*	Rank 4.3	chaparral, lower montane coniferous forest, upper montane coniferous forest. Elevation ranges from 1610 to 8695 feet (490 to 2650 meters). Blooms Apr-Jul.	**No potential.** The Project Area does not contain chaparral or coniferous forest habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
bare monkeyflower *Erythranthe nudata*	Rank 4.3	chaparral, cismontane woodland. Elevation ranges from 655 to 2295 feet (200 to 700 meters). Blooms May-Jun.	**No potential.** The Project Area does not contain moist soils or serpentine seeps to support this species.	No further actions are recommended for this species.
San Joaquin spearscale *Extriplex joaquinana*	Rank 1B.2	chenopod scrub, meadows and seeps, playas, valley and foothill grassland. Elevation ranges from 5 to 2740 feet (1 to 835 meters). Blooms Apr-Oct.	**No potential.** The Project Area does not contain chenopod scrub, meadow, seep, playa, or grassland habitat to support this species.	No further actions are recommended for this species.
minute pocket moss *Fissidens pauperculus*	Rank 1B.2	north coast coniferous forest. Elevation ranges from 35 to 3360 feet (10 to 1024 meters).	**No potential.** The Project Area does not contain north coast coniferous forest habitat to support this species.	No further actions are recommended for this species.
fragrant fritillary *Fritillaria liliacea*	Rank 1B.2	cismontane woodland, coastal prairie, coastal scrub, valley and foothill grassland. Elevation ranges from 10 to 1345 feet (3 to 410 meters). Blooms Feb-Apr.	**No potential**. The Project Area does not contain clay or serpentine soils to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
blue coast gilia *Gilia capitata* ssp. *chamissonis*	Rank 1B.1	coastal dunes, coastal scrub. Elevation ranges from 5 to 655 feet (2 to 200 meters). Blooms Apr-Jul.	**No potential.** The Project Area does not contain coastal dune or coastal scrub habitat to support this species.	No further actions are recommended for this species.
dark-eyed gilia *Gilia millefoliata*	Rank 1B.2	coastal dunes. Elevation ranges from 5 to 100 feet (2 to 30 meters). Blooms Apr-Jul.	**No potential.** The Project Area does not contain coastal dune habitat to support this species.	No further actions are recommended for this species.
San Francisco gumplant Grindelia hirsutula var. maritima	Rank 3.2	coastal bluff scrub, coastal scrub, valley and foothill grassland. Elevation ranges from 50 to 1310 feet (15 to 400 meters). Blooms Jun-Sep.	**No potential.** The Project Area does not contain coastal bluff scrub, coastal scrub, or grassland habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Diablo helianthella *Helianthella castanea*	Rank 1B.2	broadleafed upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, valley and foothill grassland. Elevation ranges from 195 to 4265 feet (60 to 1300 meters). Blooms Mar-Jun.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. There are multiple documented occurrences of this species within a 5 mile radius of the Project Area in naturally-occurring woodlands; the nearest documented occurrence is approximately 2 miles west of the Project Area in Pinole Valley Park.	No further actions are recommended for this species.
congested-headed hayfield tarplant *Hemizonia congesta* ssp. *congesta*	Rank 1B.2	valley and foothill grassland. Elevation ranges from 65 to 1835 feet (20 to 560 meters). Blooms Apr-Nov.	**No potential.** The Project Area does not contain grassland habitat to support this species.	No further actions are recommended for this species.
hogwallow starfish *Hesperevax caulescens*	Rank 4.2	valley and foothill grassland, vernal pools. Elevation ranges from 0 to 1655 feet (0 to 505 meters). Blooms Mar-Jun.	**No potential.** The Project Area does not contain grassland or vernal pool habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Marin western flax *Hesperolinon congestum*	FT, ST, Rank 1B.1	chaparral, valley and foothill grassland. Elevation ranges from 15 to 1215 feet (5 to 370 meters). Blooms Apr-Jul.	**No potential.** The Project Area does not contain chaparral or grassland habitat to support this species.	No further actions are recommended for this species.
water star-grass *Heteranthera dubia*	Rank 2B.2	marshes and swamps. Elevation ranges from 100 to 4905 feet (30 to 1495 meters). Blooms Jul-Oct.	**No potential.** The Project Area does not contain marsh or swamp habitat to support this species.	No further actions are recommended for this species.
Loma Prieta hoita *Hoita strobilina*	Rank 1B.1	chaparral, cismontane woodland, riparian woodland. Elevation ranges from 100 to 2820 feet (30 to 860 meters). Blooms May-Jul(Aug-Oct).	**No potential.** The Project Area does not contain serpentine or mesic soils to support this species.	No further actions are recommended for this species.
Santa Cruz tarplant *Holocarpha macradenia*	FT, SE, Rank 1B.1	coastal prairie, coastal scrub, valley and foothill grassland. Elevation ranges from 35 to 720 feet (10 to 220 meters). Blooms Jun-Oct.	**No potential.** The Project Area does not contain coastal prairie, coastal scrub, or grassland habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Kellogg's horkelia *Horkelia cuneata* var. *sericea*	Rank 1B.1	chaparral, closed-cone coniferous forest, coastal dunes, coastal scrub. Elevation ranges from 35 to 655 feet (10 to 200 meters). Blooms Apr-Sep.	**No potential.** The Project Area does not contain chaparral, closed-cone coniferous forest, coastal dune, or coastal scrub habitat to support this species.	No further actions are recommended for this species.
harlequin lotus *Hosackia gracilis*	Rank 4.2	broadleafed upland forest, cismontane woodland, closed-cone coniferous forest, coastal bluff scrub, coastal prairie, coastal scrub, marshes and swamps, meadows and seeps, north coast coniferous forest, valley and foothill grassland. Elevation ranges from 0 to 2295 feet (0 to 700 meters). Blooms Mar-Jul.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. The nearest documented occurrences of this species are located in Marin County, and are separated from the Project Area by the San Francisco Bay.	No further actions are recommended for this species.
island rock lichen *Hypogymnia schizidiata*	Rank 1B.3	chaparral, closed-cone coniferous forest. Elevation ranges from 1180 to 1330 feet (360 to 405 meters).	**No potential.** The Project Area does not contain chaparral or closed-cone coniferous forest to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
coast iris *Iris longipetala*	Rank 4.2	coastal prairie, lower montane coniferous forest, meadows and seeps. Elevation ranges from 0 to 1970 feet (0 to 600 meters). Blooms Mar-May(Jun).	**No potential.** The Project Area does not contain coastal prairie, lower montane coniferous forest, meadow, or seep habitat to support this species.	No further actions are recommended for this species.
Carquinez goldenbush *Isocoma arguta*	Rank 1B.1	valley and foothill grassland. Elevation ranges from 5 to 65 feet (1 to 20 meters). Blooms Aug-Dec.	**No potential.** The Project Area does not contain grassland habitat to support this species.	No further actions are recommended for this species.
Southern California black walnut *Juglans californica*	Rank 4.2	chaparral, cismontane woodland, coastal scrub, riparian woodland. Elevation ranges from 165 to 2955 feet (50 to 900 meters). Blooms Mar-Aug.	**No potential.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat, and therefore does not contain naturally-occurring stands of Southern California black walnut.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Contra Costa goldfields *Lasthenia conjugens*	FE, Rank 1B.1	cismontane woodland, playas, valley and foothill grassland, vernal pools. Elevation ranges from 0 to 1540 feet (0 to 470 meters). Blooms Mar-Jun.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. Furthermore, vegetated portions of the Project Area are steeply sloped and do not contain swales or depressions to support this species. A dense layer of leaf litter and non-native annual grasses in woodland portions of the Project Area also make it unsuitable for this species.	No further actions are recommended for this species.
Delta tule pea *Lathyrus jepsonii* var. *jepsonii*	Rank 1B.2	marshes and swamps. Elevation ranges from 0 to 15 feet (0 to 5 meters). Blooms May-Jul(Aug-Sep).	**No potential.** The Project Area does not contain marsh or swamp habitat to support this species.	No further actions are recommended for this species.
beach layia *Layia carnosa*	FE, SE, Rank 1B.1	coastal dunes, coastal scrub. Elevation ranges from 0 to 195 feet (0 to 60 meters). Blooms Mar-Jul.	**No potential.** The Project Area does not contain coastal dune or coastal scrub habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
bristly leptosiphon *Leptosiphon acicularis*	Rank 4.2	chaparral, cismontane woodland, coastal prairie, valley and foothill grassland. Elevation ranges from 180 to 4920 feet (55 to 1500 meters). Blooms Apr-Jul.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. The nearest documented occurrences of this species are located in San Francisco, and are separated from the Project Area by the San Francisco Bay.	No further actions are recommended for this species.
large-flowered leptosiphon *Leptosiphon grandiflorus*	Rank 4.2	cismontane woodland, closed-cone coniferous forest, coastal bluff scrub, coastal dunes, coastal prairie, coastal scrub, valley and foothill grassland. Elevation ranges from 15 to 4005 feet (5 to 1220 meters). Blooms Apr-Aug.	**No potential.** The Project Area does not contain open, grassy flats or sandy soils to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
broad-lobed leptosiphon *Leptosiphon latisectus*	Rank 4.3	broadleafed upland forest, cismontane woodland. Elevation ranges from 560 to 4920 feet (170 to 1500 meters). Blooms Apr-Jun.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. The nearest documented occurrences of this species are located in Marin County, and are separated from the Project Area by the San Francisco Bay.	No further actions are recommended for this species.
rose leptosiphon *Leptosiphon rosaceus*	Rank 1B.1	coastal bluff scrub. Elevation ranges from 0 to 330 feet (0 to 100 meters). Blooms Apr-Jul.	**No potential.** The Project Area does not contain coastal bluff scrub habitat to support this species.	No further actions are recommended for this species.
San Francisco lessingia *Lessingia germanorum*	FE, SE, Rank 1B.1	coastal scrub. Elevation ranges from 80 to 360 feet (25 to 110 meters). Blooms (Jun)Jul-Nov.	**No potential.** The Project Area does not contain coastal scrub habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
woolly-headed lessingia *Lessingia hololeuca*	Rank 3	broadleafed upland forest, coastal scrub, lower montane coniferous forest, valley and foothill grassland. Elevation ranges from 50 to 1000 feet (15 to 305 meters). Blooms Jun-Oct.	**No potential.** The Project Area does not contain clay or serpentine soils to support this species.	No further actions are recommended for this species.
Mason's lilaeopsis *Lilaeopsis masonii*	SR, Rank 1B.1	marshes and swamps, riparian scrub. Elevation ranges from 0 to 35 feet (0 to 10 meters). Blooms Apr-Nov.	**No potential.** The Project Area does not contain marsh, swamp, or riparian scrub habitat to support this species.	No further actions are recommended for this species.
Oregon meconella *Meconella oregana*	Rank 1B.1	coastal prairie, coastal scrub. Elevation ranges from 820 to 2035 feet (250 to 620 meters). Blooms Mar-Apr.	**No potential.** The Project Area does not contain coastal prairie or coastal scrub habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Mt. Diablo cottonweed *Micropus amphibolus*	Rank 3.2	broadleafed upland forest, chaparral, cismontane woodland, valley and foothill grassland. Elevation ranges from 150 to 2705 feet (45 to 825 meters). Blooms Mar-May.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. A dense layer of leaf litter and non-native annual grasses in woodland portions of the Project Area also make it unsuitable for this species.	No further actions are recommended for this species.
marsh microseris *Microseris paludosa*	Rank 1B.2	cismontane woodland, closed-cone coniferous forest, coastal scrub, valley and foothill grassland. Elevation ranges from 15 to 1165 feet (5 to 355 meters). Blooms Apr-Jun(Jul).	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. The nearest documented occurrences of this species are located in San Francisco, and are separated from the Project Area by the San Francisco Bay.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
woodland woollythreads *Monolopia gracilens*	Rank 1B.2	broadleafed upland forest, chaparral, cismontane woodland, north coast coniferous forest, valley and foothill grassland. Elevation ranges from 330 to 3935 feet (100 to 1200 meters). Blooms (Feb)Mar-Jul.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. The Project Area also does not contain sandy to rocky soil, with which this species is typically associated.	No further actions are recommended for this species.
white-rayed pentachaeta *Pentachaeta bellidiflora*	FE, SE, Rank 1B.1	cismontane woodland, valley and foothill grassland. Elevation ranges from 115 to 2035 feet (35 to 620 meters). Blooms Mar-May.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. The Project Area also does not contain rocky or serpentine substrates, with which this species is typically associated.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Michael's rein orchid *Piperia michaelii*	Rank 4.2	chaparral, cismontane woodland, closed-cone coniferous forest, coastal bluff scrub, coastal scrub, lower montane coniferous forest. Elevation ranges from 10 to 3000 feet (3 to 915 meters). Blooms Apr-Aug.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. The nearest documented occurrences of this species are at Mount Diablo, approximately 20 miles east of the Project Area.	No further actions are recommended for this species.
Choris' popcornflower *Plagiobothrys chorisianus* var. *chorisianus*	Rank 1B.2	chaparral, coastal prairie, coastal scrub. Elevation ranges from 10 to 525 feet (3 to 160 meters). Blooms Mar-Jun.	**No potential.** The Project Area does not contain chaparral, coastal prairie, or coastal scrub habitat to support this species.	No further actions are recommended for this species.
San Francisco popcornflower *Plagiobothrys diffusus*	SE, Rank 1B.1	coastal prairie, valley and foothill grassland. Elevation ranges from 195 to 1180 feet (60 to 360 meters). Blooms Mar-Jun.	**No potential.** The Project Area does not contain coastal prairie or grassland habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
hairless popcornflower *Plagiobothrys glaber*	Rank 1A	marshes and swamps, meadows and seeps. Elevation ranges from 50 to 590 feet (15 to 180 meters). Blooms Mar-May.	**No potential.** The Project Area does not contain marsh, swamp, meadow, or seep habitat to support this species.	No further actions are recommended for this species.
Oregon polemonium *Polemonium carneum*	Rank 2B.2	coastal prairie, coastal scrub, lower montane coniferous forest. Elevation ranges from 0 to 6005 feet (0 to 1830 meters). Blooms Apr-Sep.	**No potential.** The Project Area does not contain coastal prairie, coastal scrub, or lower montaine coniferous forest habitat to support this species.	No further actions are recommended for this species.
Marin knotweed *Polygonum marinense*	Rank 3.1	marshes and swamps. Elevation ranges from 0 to 35 feet (0 to 10 meters). Blooms (Apr)May-Aug(Oct).	**No potential.** The Project Area does not contain marsh or swamp habitat to support this species.	No further actions are recommended for this species.
Lobb's aquatic buttercup *Ranunculus lobbii*	Rank 4.2	cismontane woodland, north coast coniferous forest, valley and foothill grassland, vernal pools. Elevation ranges from 50 to 1540 feet (15 to 470 meters). Blooms Feb-May.	**No potential.** The Project Area does not contain mesic sites to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
adobe sanicle *Sanicula maritima*	SR, Rank 1B.1	chaparral, coastal prairie, meadows and seeps, valley and foothill grassland. Elevation ranges from 100 to 785 feet (30 to 240 meters). Blooms Feb-May.	**No potential.** The Project Area does not contain chaparral, coastal prairie, meadow, seep, or grassland habitat to support this species.	No further actions are recommended for this species.
chaparral ragwort *Senecio aphanactis*	Rank 2B.2	chaparral, cismontane woodland, coastal scrub. Elevation ranges from 50 to 2625 feet (15 to 800 meters). Blooms Jan-Apr(May).	**No potential.** The Project Area does not contain drying alkaline flats to support this species.	No further actions are recommended for this species.
San Francisco campion *Silene verecunda* ssp. *verecunda*	Rank 1B.2	chaparral, coastal bluff scrub, coastal prairie, coastal scrub, valley and foothill grassland. Elevation ranges from 100 to 2115 feet (30 to 645 meters). Blooms (Feb)Mar-Jul(Aug).	**No potential.** The Project Area does not contain chaparral, coastal bluff scrub, coastal prairie, coastal scrub, or grassland habitat to support this species.	No further actions are recommended for this species.
long-styled sand-spurrey *Spergularia macrotheca* var. *longistyla*	Rank 1B.2	marshes and swamps, meadows and seeps. Elevation ranges from 0 to 835 feet (0 to 255 meters). Blooms Feb-May.	**No potential.** The Project Area does not contain marsh, swamp, meadow, or seep habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Santa Cruz microseris *Stebbinsoseris decipiens*	Rank 1B.2	broadleafed upland forest, chaparral, closed-cone coniferous forest, coastal prairie, coastal scrub, valley and foothill grassland. Elevation ranges from 35 to 1640 feet (10 to 500 meters). Blooms Apr-May.	**No potential.** The Project Area does not contain sandstone, shale, or serpentine-derived soils on seaward slopes.	No further actions are recommended for this species.
most beautiful jewelflower *Streptanthus albidus* ssp. *peramoenus*	Rank 1B.2	chaparral, cismontane woodland, valley and foothill grassland. Elevation ranges from 310 to 3280 feet (95 to 1000 meters). Blooms (Mar)Apr-Sep(Oct).	**No potential.** The Project Area does not contain serpentine outcrops to support this species.	No further actions are recommended for this species.
Tiburon jewelflower *Streptanthus glandulosus* ssp. *niger*	FE, SE, Rank 1B.1	valley and foothill grassland. Elevation ranges from 100 to 490 feet (30 to 150 meters). Blooms May-Jun.	**No potential.** The Project Area does not contain rocky serpentine slopes to support this species.	No further actions are recommended for this species.
northern slender pondweed *Stuckenia filiformis* ssp. *alpina*	Rank 2B.2	marshes and swamps. Elevation ranges from 985 to 7055 feet (300 to 2150 meters). Blooms May-Jul.	**No potential.** The Project Area does not contain marsh or swamp habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
California seablite *Suaeda californica*	FE, Rank 1B.1	marshes and swamps. Elevation ranges from 0 to 50 feet (0 to 15 meters). Blooms Jul-Oct.	**No potential.** The Project Area does not contain marsh or swamp habitat to support this species.	No further actions are recommended for this species.
Suisun Marsh aster *Symphyotrichum lentum*	Rank 1B.2	marshes and swamps. Elevation ranges from 0 to 10 feet (0 to 3 meters). Blooms (Apr)May-Nov.	**No potential.** The Project Area does not contain marsh or swamp habitat to support this species.	No further actions are recommended for this species.
two-fork clover *Trifolium amoenum*	FE, Rank 1B.1	coastal bluff scrub, valley and foothill grassland. Elevation ranges from 15 to 1360 feet (5 to 415 meters). Blooms Apr-Jun.	**No potential.** The Project Area does not contain coastal bluff scrub or grassland habitat to support this species.	No further actions are recommended for this species.
saline clover *Trifolium hydrophilum*	Rank 1B.2	marshes and swamps, valley and foothill grassland, vernal pools. Elevation ranges from 0 to 985 feet (0 to 300 meters). Blooms Apr-Jun.	**No potential.** The Project Area does not have marsh, swamp, grassland, or vernal pool habitat to support this species.	No further actions are recommended for this species.
San Francisco owl's-clover *Triphysaria floribunda*	Rank 1B.2	coastal prairie, coastal scrub, valley and foothill grassland. Elevation ranges from 35 to 525 feet (10 to 160 meters). Blooms Apr-Jun.	**No potential.** The Project Area does not contain coastal prairie, coastal scrub, or grassland habitat to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
coastal triquetrella *Triquetrella californica*	Rank 1B.2	coastal bluff scrub, coastal scrub. Elevation ranges from 35 to 330 feet (10 to 100 meters).	**No potential.** The Project Area does not contain coastal bluff scrub or coastal scrub to habitat to support this species.	No further actions are recommended for this species.
oval-leaved viburnum *Viburnum ellipticum*	Rank 2B.3	chaparral, cismontane woodland, lower montane coniferous forest. Elevation ranges from 705 to 4595 feet (215 to 1400 meters). Blooms May-Jun.	**Unlikely.** Woodland habitat within the Project Area was converted within the past 50 years from grassland habitat. Due to the highly disturbed nature of the Project Area and surrounding urban landscape, this species is not likely to have colonized woodland within the Project Area. The Project Area is below the elevation range for this species.	No further actions are recommended for this species.
WILDLIFE				
Mammals				
Alameda Island mole *Scapanus latimanus parvus*	SSC	Only known from Alameda Island. Found in a variety of habitats, especially annual and perennial grasslands. Prefers moist, friable soils. Avoids flooded soils.	**No Potential.** The Project Area is outside of the known range of this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Suisun shrew *Sorex ornatus sinuosus*	SSC	Tidal marshes of the northern shores of San Pablo and Suisun Bays. Require dense low-lying cover and driftweed and other litter above the mean hightide line for nesting and foraging.	**No Potential.** No salt marsh habitats are present in the immediate vicinity of the Project Area to support this species.	No further actions are recommended for this species.
salt-marsh wandering shrew *Sorex vagrans halicoetes*	SSC	Salt marshes of the south arm of San Francisco Bay. Medium high marsh 6 to 8 feet above sea level where abundant driftwood is scattered among *Salicornia*.	**No Potential.** The Project Area is outside of the known range of this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
pallid bat *Antrozous pallidus*	SSC, WBWG High	Found in a variety of habitats ranging from grasslands to mixed forests, favoring open and dry, rocky areas. Roost sites include crevices in rock outcrops and cliffs, caves, mines, and also hollow trees and various manmade structures such as bridges, barns, and buildings (including occupied buildings). Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	**Unlikely.** The sparse coniferous trees within the Project Area do not provide typical bat roost habitat given lack of thermoregulation and roosting substrate. Baseline levels of anthropogenic disturbance are generally high.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Townsend's big-eared bat *Corynorhinus townsendii*	SSC, WBWG High	Associated with a wide variety of habitats from deserts to higher-elevation mixed and coniferous forests. Females form maternity colonies in buildings, caves and mines, and males roost singly or in small groups. Foraging typically occurs at edge habitats near wooded areas, e.g. along streams.	**Unlikely.** The sparse coniferous trees within the Project Area do not provide typical bat roost habitat given lack of thermoregulation and roosting substrate. Baseline levels of anthropogenic disturbance are generally high.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
western red bat *Lasiurus blossevillii*	SSC, WBWG High	Highly migratory and typically solitary, roosting primarily in the foliage of trees or shrubs. Roosts are usually in broad-leaved trees including cottonwoods, sycamores, alders, and maples. Day roosts are commonly in edge habitats adjacent to streams or open fields, in orchards, and sometimes in urban areas.	**Unlikely.** The sparse coniferous trees within the Project Area do not provide typical bat roost habitat given lack of thermoregulation and roosting substrate. Baseline levels of anthropogenic disturbance are generally high.	No further actions are recommended for this species.
hoary bat *Lasiurus cinereus*	WBWG Medium	Prefers open forested habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths.	**Unlikely.** The sparse coniferous trees within the Project Area do not provide typical bat roost habitat given lack of thermoregulation and roosting substrate. Baseline levels of anthropogenic disturbance are generally high.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
big free-tailed bat *Nyctinomops macrotis*	SSC, WBWG med-high	Occurs rarely in low-lying arid areas. Requires high cliffs or rocky outcrops for roosting sites.	**Unlikely.** The sparse coniferous trees within the Project Area do not provide typical bat roost habitat given lack of thermoregulation and roosting substrate. Baseline levels of anthropogenic disturbance are generally high.	No further actions are recommended for this species.
San Pablo vole *Microtus californicus sanpabloensis*	SSC	Saltmarshes of San Pablo Creek, on the south shore of San Pablo Bay. Constructs burrow in soft soil. Feeds on grasses, sedges and herbs. Forms a network of runways leading from the burrow.	**No Potential.** No salt marsh habitats are present in the immediate vicinity of the Project Area to support this species.	No further actions are recommended for this species.
San Francisco dusky-footed woodrat *Neotoma fuscipes annectens*	SSC	Forest habitats of moderate canopy and moderate to dense understory. Also in chaparral habitats. Constructs nests of shredded grass, leaves, and other material. May be limited by availability of nest-building materials.	**Unlikely.** No densely vegetated understory is present within the Project Area that could provide a nesting location for this species. This species could possibly occur adjacent to the Project Area, but would not be impacted by Project activities.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
salt-marsh harvest mouse *Reithrodontomys raviventris*	FE, SE, CFP	Endemic to emergent salt and brackish wetlands of the San Francisco Bay Estuary. Pickleweed marshes are primary habitat; also occurs in various other wetland communities with dense vegetation. Does not burrow, builds loosely organized nests. Requires higher areas for flood escape.	**No Potential.** No salt marsh habitats are present in the immediate vicinity of the Project Area to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Point Reyes jumping mouse *Zapus trinotatus orarius*	SSC	Restricted to Point Reyes Peninsula in western Marin County. Occurs in wet, marshy coastal meadows and humus-filled dark soils of coast redwood forests, also thickets of woody vegetation along streams and seeps. Eats mainly grass seeds with some insects and fruit taken. Builds grassy nests on ground under vegetation, burrows in winter.	**No Potential.** The Project Area is outside of the known range of this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
southern sea otter *Enhydra lutris nereis*	FT, CFP, MMC SSC	Nearshore marine environments from about Año Nuevo, San Mateo County. To Point Sal, Santa Barbara County. Needs canopies of giant kelp and bull kelp for rafting and feeding. Prefers rocky substrates with abundant invertebrates.	**No Potential.** No marine habitats or potential haul-out areas are present within the Project Area or immediate vicinity.	No further actions are recommended for this species.
American badger *Taxidea taxus*	SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Requires friable soils and open, uncultivated ground. Preys on burrowing rodents.	**Unlikely**. Soils within the Project Area are highly compacted, and unlikely to be suitable for burrowing.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Steller (=Northern) sea lion *Eumetopias jubatus*	FD, MMC SSC	Breeds on Año Nuevo, San Miguel and Farallon islands, Point Saint George, and Sugarloaf. Hauls-out on islands and rocks. Needs haul-out and breeding sites with unrestricted access to water, near aquatic food supply and with no human disturbance.	**No Potential.** No marine habitats or potential haul-out areas are present within the Project Area or immediate vicinity.	No further actions are recommended for this species.
Birds				
double-crested cormorant *Phalacrocorax auritus*	none (breeding sites protected by CDFW)	(Rookery site) colonial nester on coastal cliffs, offshore islands, and along lake margins in the interior of the state. Nests along coast on sequestered islets, usually on ground with sloping surface, or in tall trees along lake margins.	**No Potential.** No potential foraging habitats or areas where a nesting colony could be established are present within the Project Area.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
great egret *Ardea alba*	none (breeding sites protected by CDFW)	Year-round resident. Nests colonially or semi-colonially, usually in trees, occasionally on the ground or elevated platforms. Breeding sites usually in close proximity to foraging areas: marshes, lake margins, tidal flats, and rivers. Forages primarily on fishes and other aquatic prey, also smaller terrestrial vertebrates.	**No Potential.** No potential foraging habitats or areas where a nesting colony could be established are present within the Project Area.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
great blue heron *Ardea herodias*	none (breeding sites protected by CDFW)	Year-round resident. Nests colonially or semi-colonially in tall trees and on cliffs, also sequested terrestrial substrates. Breeding sites usually in close proximity to foraging areas: marshes, lake margins, tidal flats, and rivers. Forages primarily on fishes and other aquatic prey, also smaller terrestrial vertebrates.	**No Potential.** No potential foraging habitats or areas where a nesting colony could be established are present within the Project Area.	No further actions are recommended for this species.
snowy egret *Egretta thula*	none (breeding sites protected by CDFW)	Year-round resident. Nests colonially, usually in trees, at times in sequestered beds of dense tules. Rookery sites usually situated close to foraging areas: marshes, tidal-flats, streams, wet meadows, and borders of lakes.	**No Potential.** No potential foraging habitats or areas where a nesting colony could be established are present within the Project Area.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
black-crowned night heron *Nycticorax nycticorax*	none (breeding sites protected by CDFW)	Year-round resident. Nests colonially, usually in trees but also in patches of emergent vegetation. Rookery sites are often on islands and usually located adjacent to foraging areas: margins of lakes and bays.	**No Potential.** No potential foraging habitats or areas where a nesting colony could be established are present within the Project Area.	No further actions are recommended for this species.
northern harrier *Circus hudsonius (cyaneus)*	SSC	Year-round resident and winter visitor. Found in open habitats including grasslands, prairies, marshes and agricultural areas. Nests on the ground in dense vegetation, typically near water or otherwise moist areas. Preys on small vertebrates.	**Unlikely.** No marsh habitats or suitable locations for ground nesting are present within the Project Area. May occasionally be observed roosting or flying over the Project Area.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
white-tailed kite *Elanus leucurus*	CFP	Year-round resident in coastal and valley lowlands with scattered trees and large shrubs, including grasslands, marshes and agricultural areas. Nests in trees, of which the type and setting are highly variable. Preys on small mammals and other vertebrates.	**Moderate Potential.** Some taller trees within the Project Area could support nesting by this species. Foraging is unlikely within the Project Area, but could occur in nearby open spaces.	
bald eagle *Haliaeetus leucocephalus*	FD, SE, CFP, BGEPA	Occurs year-round in California, but primarily a winter visitor; breeding population is growing. Nests in large trees in the vicinity of larger lakes, reservoirs and rivers. Wintering habitat somewhat more variable but usually features large concentrations of waterfowl or fish.	**Unlikely.** The Project Area does not support typical nesting habitat of this species. May occasionally be observed roosting or flying over the Project Area.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
golden eagle *Aquila chrysaetos*	CFP, BGEPA	Occurs year-round in rolling foothills, mountain areas, sage-juniper flats, and deserts. Cliff-walled canyons provide nesting habitat in most parts of range; also nests in large trees, usually within otherwise open areas.	**Unlikely.** No suitable nesting substrates for this species are present within the Project Area. May occasionally be observed flying over.	No further actions are recommended for this species.
American peregrine falcon *Falco peregrinus anatum*	FD, SD, CFP	Year-round resident and winter visitor. Occurs in a wide variety of habitats, though often associated with coasts, bays, marshes and other bodies of water. Nests on protected cliffs and also on man-made structures including buildings and bridges. Preys on birds, especially waterbirds. Forages widely.	**Unlikely.** No suitable nesting substrates for this species are present within the Project Area. May occasionally be observed flying over.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
yellow rail *Coturnicops noveboracensis*	SSC	Summer resident in eastern Sierra Nevada in Mono County, breeding in shallow freshwater marshes and wet meadows with dense vegetation. Also a rare winter visitor along the coast and other portions of the state. Extremely cryptic.	**No Potential.** The Project Area is outside of the known range of this species.	No further actions are recommended for this species.
California black rail *Laterallus jamaicensis coturniculus*	ST, CFP	Year-round resident in marshes (saline to freshwater) with dense vegetation within four inches of the ground. Prefers larger, undisturbed marshes that have an extensive upper zone and are close to a major water source. Extremely secretive and cryptic.	**No Potential.** No marsh habitats are present in the immediate vicinity of the Project Area to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
California Ridgway's (clapper) rail *Rallus obsoletus obsoletus*	FE, SE, CFP	Year-round resident in tidal marshes of the San Francisco Bay estuary. Requires tidal sloughs and intertidal mud flats for foraging, and dense marsh vegetation for nesting and cover. Typical habitat features abundant growth of cordgrass and pickleweed. Feeds primarily on molluscs and crustaceans.	**No Potential.** No salt marsh habitats are present in the immediate vicinity of the Project Area to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
California least tern *Sternula antillarum browni*	FE, SE, CFP	Summer resident along the coast from San Francisco Bay south to northern Baja California; inland breeding also very rarely occurs. Nests colonially on barren or sparsely vegetated areas with sandy or gravelly substrates near water, including beaches, islands, and gravel bars. In San Francisco Bay, has also nested on salt pond margins.	**No Potential.** No sandy beaches or similar habitats are present within the Project Area for nesting by this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
short-eared owl *Asio flammeus*	SSC	Occurs year-round, but primarily as a winter visitor; breeding very restricted in most of California. Found in open, treeless areas (e.g., marshes, grasslands) with elevated sites for foraging perches and dense herbaceous vegetation for roosting and nesting. Preys mostly on small mammals, particularly voles.	**Unlikely.** The Project Area is outside of the known breeding range of this species. May occasionally be present roosting or during dispersal movements.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
burrowing owl *Athene cunicularia*	SSC	Year-round resident and winter visitor. Occurs in open, dry grasslands and scrub habitats with low-growing vegetation, perches and abundant mammal burrows. Preys upon insects and small vertebrates. Nests and roosts in old mammal burrows, most commonly those of ground squirrels.	**No Potential.** No ground squirrel activity or burrow surrogate structures were observed within the Project Area. The slope of the Project Area in portions that are not hardscaped is additionally greater than what is considered ideal for burrowing owl occupation.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
bank swallow *Riparia riparia*	ST	Summer resident in riparian and other lowland habitats near rivers, lakes and the ocean in northern California. Nests colonially in excavated burrows on vertical cliffs and bank cuts (natural and manmade) with fine-textured soils. Historical nesting range in southern and central areas of California has been eliminated by habitat loss. Currently known to breed in Siskiyou, Shasta, and Lassen Cos., portions of the north coast, and along Sacramento River from Shasta Co. south to Yolo Co.	**No Potential.** No vertical cliffs or bank cuts are present within the Project Area to support nesting by this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
San Francisco common yellowthroat *Geothlypis trichas sinuosa*	SSC	Resident of the San Francisco Bay region, in fresh and salt water marshes. Requires thick, continuous cover down to water surface for foraging; tall grasses, tule patches, willows for nesting.	**No Potential.** No salt marsh habitats are present in the immediate vicinity of the Project Area to support this species.	No further actions are recommended for this species.
Suisun song sparrow *Melospiza melodia maxillaris*	SSC	Year-round resident of brackish-water marshes along Suisun Bay. Inhabits cattails, tules, bulrushes and other emergent vegetation, including pickleweed. Nests typically placed in shrubs.	**No Potential.** No marsh habitats are present in the immediate vicinity of the Project Area to support this species.	No further actions are recommended for this species.
Alameda song sparrow *Melospiza melodia pusillula*	SSC	Year-round resident of salt marshes bordering the south arm of San Francisco Bay. Inhabits primarily pickleweed marshes; nests placed in marsh vegetation, typically shrubs such as gumplant.	**No Potential.** The Project Area is outside of the known range of this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Samuels (San Pablo) song sparrow *Melospiza melodia samuelis*	SSC	Year-round resident of tidal marshes along the north side of San Francisco and San Pablo Bays. Typical habitat is dominated by pickleweed, with gumplant and other shrubs present in the upper zone for nesting. May forage in areas adjacent to marshes.	**No Potential.** No salt marsh habitats are present in the immediate vicinity of the Project Area to support this species.	No further actions are recommended for this species.
tricolored blackbird *Agelaius tricolor*	ST, SSC, RP	Nearly endemic to California, where it is most numerous in the Central Valley and vicinity. Highly colonial, nesting in dense aggregations over or near freshwater in emergent growth or riparian thickets. Also uses flooded agricultural fields. Abundant insect prey near breeding areas essential.	**No Potential.** No large stands of emergent vegetation or other suitable habitats are present in the vicinity of the Project Area to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
yellow-headed blackbird *Xanthocephalus xanthocephalus*	SSC	Summer resident. Breeds colonially in freshwater emergent wetlands with dense vegetation and deep water, often along borders of lakes or ponds. Requires abundant large insects such as dragonflies; nesting is timed for maximum emergence of insect prey.	**No Potential.** No large stands of emergent vegetation or other suitable habitats are present in the vicinity of the Project Area to support this species.	No further actions are recommended for this species.
western snowy plover *Charadrius nivosus (alexandrines) nivosus*	FT, SSC, RP	Federal listing applies only to the Pacific coastal population. Year-round resident and winter visitor. Occurs on sandy beaches, salt pond levees, and the shores of large alkali lakes. Nests on the ground, requiring sandy, gravelly or friable soils.	**No Potential.** No sandy beaches or similar habitats are present within the Project Area for nesting or foraging by this species.	No further actions are recommended for this species.
Reptiles and Amphibians				

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
California giant salamander *Dicamptodon ensatus*	SSC	Occurs in the north-central Coast Ranges. Moist coniferous and mixed forests are typical habitat; also uses woodland and chaparral. Adults are terrestrial and fossorial, breeding in cold, permanent or semi-permanent streams. Larvae usually remain aquatic for over a year.	**No Potential.** The Project Area is outside of the known range of this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
California tiger salamander *Ambystoma californiense*	FE/FT, ST, RP	Populations in Santa Barbara and Sonoma counties currently listed as endangered; threatened in remainder of range. Inhabits grassland, oak woodland, ruderal and seasonal pool habitats. Adults are fossorial and utilize mammal burrows and other subterranean refugia. Breeding occurs primarily in vernal pools and other seasonal water features.	**No Potential.** The Project Area is outside of the known range of this species. The occurrence listed in CNDDB is classified as “extirpated”.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
California red-legged frog *Rana draytonii*	FT, SSC, RP	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11 to 20 weeks of permanent water for larval development. Associated with quiet perennial to intermittent ponds, stream pools and wetlands. Prefers shorelines with extensive vegetation. Disperses through upland habitats after rains.	**Unlikely.** CRLF are unlikely to traverse the Project Area given that the Project Area is surrounded by dense residential and commercial development. No aquatic habitats with hydroperiod sufficient to support metamorphosis are present within the Project Area.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
foothill yellow-legged frog *Rana boylii*	SC, SSC	Found in or adjacent to rocky streams in a variety of habitats. Prefers partly-shaded, shallow streams and riffles with a rocky substrate; requires at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis. Feeds on both aquatic and terrestrial invertebrates.	**No Potential.** No perennial aquatic habitat is present within the Project Area to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Pacific (western) pond turtle *Actinemys marmorata*	SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches with aquatic vegetation. Require basking sites such as partially submerged logs, vegetation mats, or open mud banks, and suitable upland habitat (sandy banks or grassy open fields) for egg-laying.	**No Potential.** No perennial aquatic habitat is present within the Project Area to support this species.	No further actions are recommended for this species.
Alameda whipsnake *Masticophis lateralis euryxanthus*	FT, ST	Inhabits chaparral and foothill-hardwood habitats in the eastern Bay Area. Prefers south-facing slopes and ravines with rock outcroppings where shrubs form a vegetative mosaic with oak trees and grasses and small mammal burrows provide basking and refuge.	**Unlikely.** Although this species is documented in nearby open spaces, the Project Area is separated from known populations by significant barriers to dispersal. Additionally, typical habitat (e.g., rocky outcrops) are present within the Project Area to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Fishes				
Delta smelt *Hypomesus transpacificus*	FT, SE, RP	Lives in the Sacramento-San Joaquin estuary in areas where salt and freshwater systems meet. Occurs seasonally in Suisun Bay, Carquinez Strait and San Pablo Bay. Seldom found at salinities > 10 ppt; most often at salinities < 2 ppt.	**No Potential.** No perennial aquatic habitat is present within the Project Area to support this species.	No further actions are recommended for this species.
longfin smelt *Spirinchus thaleichthys*	FC, ST, SSC, RP	Euryhaline, nektonic and anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15 to 30 ppt, but can be found in completely freshwater to almost pure seawater.	**No Potential.** No perennial aquatic habitat is present within the Project Area to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
eulachon – Southern DPS *Thaleichthys pacificus*	FT, SSC	Found in Klamath River, Mad River, Redwood Creek and in small numbers in Smith River and Humboldt Bay tributaries. Spawn in lower reaches of coastal rivers with moderate water velocities and bottom of pea-sized gravel, sand and woody debris.	**No Potential.** No perennial aquatic habitat is present within the Project Area to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Sacramento splittail *Pogonichthys macrolepidotus*	SSC, RP	Formerly endemic to the lakes and rivers of the Central Valley, but now confined to the Sacramento Delta, Suisun Bay and associated marshes. Occurs in slow-moving river sections and dead-end sloughs. Requires flooded vegetation for spawning and foraging for young. A freshwater species, but tolerant of moderate salinity (10-18 parts per thousand).	**No Potential.** No perennial aquatic habitat is present within the Project Area to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Sacramento perch *Archoplites interruptus*	SSC, RP	(Only within native range) Historically found in the sloughs, slow-moving rivers, and lakes of the Central Valley. Prefer warm water. Aquatic vegetation is essential for young. Tolerate wide range of physio-chemical water conditions.	**No Potential.** No perennial aquatic habitat is present within the Project Area to support this species.	No further actions are recommended for this species.
tidewater goby *Eucyclogobius newberryi*	FE, SSC	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches; requires fairly still but not stagnant water and high oxygen levels.	**No Potential.** No perennial aquatic habitat is present within the Project Area to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Invertebrates				
monarch butterfly *Danaus plexippus*	none (winter roost sites protected by CDFW)	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, Monterey cypress), with nectar and water sources nearby.	**Unlikely**. The Project Area is not a known overwintering site for this species. Although the Project Area contains a stand of trees on a wooded slope, trees are not of the preferred species (eucalyptus, Monterey pine, or Monterey cypress), are spaced too far apart, and occur in a relatively narrow band of canopy cover. Therefore, trees within the Project Area are unlikely to provide the proper amount of protection from low temperatures, precipitation, and and wind that are preferred by this species. The nearest known overwintering site is at Point Pinole, approximately 3 miles east of the Project Area.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Bay checkerspot butterfly *Euphydryas editha bayensis*	FT, RP	Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay. *Plantago erecta* is the primary host plant; *Orthocarpus densiflorus* and *O. purpurscens* are the secondary host plants.	**No potential.** The Project Area does not contain serpentine soils or host plant to support this species.	No further actions are recommended for this species.
Mission blue butterfly *Icaricia icarioides missionensis*	FE, RP	Inhabits grasslands and coastal chaparral of the San Francisco peninsula and southern Marin County, but mostly found on San Bruno Mountain. Three larval host plants: *Lupinus albifrons*, *L. variicolor*, and *L. formosus*, of which *L. albifrons* is favored.	**No potential.** This species is known from the San Francisco peninsula and Marin County, and is not known to occur in the East Bay. The Project Area does not contain grasslands, coastal chaparral, or host plants to support this species.	No further actions are recommended for this species.

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Callippe silverspot butterfly *Speyeria callippe callippe*	FE	Two populations in San Bruno mountain and the Cordelia Hills are recognized. Hostplant is Viola pedunculata, which is found on serpentine soils. Most adults found on east-facing slopes; males congregate on hilltops in search of females.	**No potential.** The Project Area does not contain grassland habitat or host plants suitable to support this species.	No further actions are recommended for this species.

***Key to status codes:**

FE	Federal Endangered
BGEPA	Bald and Golden Eagle Protection Act Species
FT	Federal Threatened
FD	Federal Delisted
SE	State Endangered
CFP	State Fully Protected Animal
MMC SSC	NMFS Marine Mammal Commission Species of Special Concern
RP	Recovery Plan
SD	State Delisted
SR	State Rare
SSC	State Species of Special Concern
ST	State Threatened
Rank 1A	CNPS Rank 1A: Plants presumed extinct in California
Rank 1B	CNPS Rank 1B: Plants rare, threatened or endangered in California and elsewhere
Rank 2A	CNPS Rank 2A: Plants presumed extirpated in California, but more common elsewhere
Rank 2B	CNPS Rank 2B: Plants rare, threatened, or endangered in California, but more common elsewhere
Rank 3	CNPS Rank 3: Plants about which CNPS needs more information (a review list)
Rank 4	CNPS Rank 4: Plants of limited distribution (a watch list)

SPECIES	STATUS*	HABITAT REQUIREMENTS	POTENTIAL TO OCCUR IN THE PROJECT AREA	RESULTS AND RECOMMENDATIONS
Potential to Occur: No Potential. Habitat on and adjacent to the site is clearly unsuitable for the species requirements (cover, substrate, elevation, hydrology, plant community, site history, disturbance regime). Unlikely. Few of the habitat components meeting the species requirements are present, and/or the majority of habitat on and adjacent to the site is unsuitable or of very poor quality. The species is not likely to be found on the site. Moderate Potential. Some of the habitat components meeting the species requirements are present, and/or only some of the habitat on or adjacent to the site is unsuitable. The species has a moderate probability of being found on the site. High Potential. All of the habitat components meeting the species requirements are present and/or most of the habitat on or adjacent to the site is highly suitable. The species has a high probability of being found on the site. **Results and Recommendations:** Present. Species was observed on the site or has been recorded (i.e. CNDDB, other reports) on the site recently. Assumed Present. Species is assumed to be present on-site based on the presence of key habitat components. Assumed Present without Impact. Species assumed present; however, project activities will not have an impact on the species. Presumed Absent. Species is presumed to not be present due to a lack of key habitat components. Not Observed. Species was not observed during dedicated/formal surveys. Not Present. Species is considered not present due to a clear lack of any suitable habitat and/or local range limitations.				

Appendix B-1

MEMORANDUM

To:	Richard Schoebel, Retail Opportunity Investments Corp (ROIC)	**From:**	Yingying Cai, Project Manager Carla Angulo, Arborist
cc:	Chris Cole, Metrovation		
Date:	June 14, 2022		
Subject:	Tree Survey Report with Tree Preservation Plan for ROIC Pinole Vista Residential Development Project, Pinole, Contra Costa County, California (WRA Project #31272)		

Overview

This memorandum summarizes the methods and results of an arborist survey performed on September 14, 2021 at the site of the proposed Retail Opportunity Investments Corp. (ROIC) Pinole Vista Residential Development Project (Project), located at 1500 Fitzgerald Drive in the City of Pinole, Contra Costa County, California (Project Area). The survey was conducted by ISA-Certified Arborist, Carla Angulo (ISA #WE-13573A), for the purpose of identifying and documenting the presence of all trees greater than or equal to four (4) inches diameter at breast height (DBH; measured at 4.5 feet above ground level), including "protected trees", as defined by Chapter 17 Article 5 "Resource Conservation" of the City of Pinole Municipal Code, within the Project Area.

The majority of the Project Area consists of developed and landscaped areas. Developed/landscaped areas within the Project Area include a paved parking lot, a department store, a loading dock, and narrow strips of ornamental plantings of trees and shrubs. Approximately 0.81 acre of coast live oak woodland occurs along the southern boundary of the Project Area on a steep slope between the parking lot and a residential development. The Project Area is surrounded by roads, parking lots, and retail stores to the north, east, and west. The southern border of the Project Area is adjacent to a residential development. The Project will demolish the existing vacant retail structure and construct a new housing development with 223 units as well as relandscape the parking lot and courtyards surrounding the development, except the 0.8-acre oak woodland in the southern boundary based on the Pinole Mixed-Use Planning Submittal (Trachtenberg Architects 2021).

Regulatory Background

Chapter 17.96 "Tree Removal" of the Pinole Municipal Code (Tree Ordinance) regulates the alteration and/or removal of certain trees on private and City-owned or controlled properties within the city limits. A tree permit is required for the removal or alteration of any "protected tree" on any private parcel or removal of one (1) or more trees on any undeveloped private parcel in the city. For any "protected tree" that is within a development site and needs removal a public hearing before the planning commission, and special findings are required.

A “protected tree” is defined in Chapter 17.98 (Glossary of Terms) as: “select [native] trees with a single perennial stem: (1) of 12 inches or larger in circumference [4+ inches in diameter] measured at 4.5 feet above the natural grade; or (2) any other [non-native] tree with a single perennial stem greater than 56 inches or larges in circumference [18+ inches in diameter) measured at 4.5 feet above the natural grade.” Select native trees include coast live oak (*Quercus agrifolia*), madrone (*Arbutus menziesii*), California buckeye (*Aesculus californica*), black walnut (*Juglans hindsii*), coast redwood (*Sequoia sempervirens*), big leafed maple (*Acer macrophyllum*), redbud (*Cercis occidentalis*), California bay (*Umbellularia californica*), and Toyon (*Heteromeles arbutifolia*).

Specific trees excluded from protection are nut or fruit trees, palm trees or eucalyptus trees, and any native tree less than four inches or non-native less than 18 inches at 4.5 feet above grade level. If pruning of a “protected tree” is necessary for the enhancement of the structural strength and health, then a certified/consulting arborist must perform the work or the owner of the tree who is following a plan created by the certified/consulting arborist.

Methods

On September 14, 2021, the Project Area was traversed on foot to inventory all trees greater than or equal to 4 inches DBH, as specified per the Pinole Tree Ordinance. WRA ISA-Certified Arborist Carla Angulo surveyed the area and recorded relevant tree information for each surveyed tree including species, DBH, health, condition and structure ratings.

Locations of trees within the Project Area were recorded using a handheld GPS unit with sub-meter accuracy. Circumference was calculated for all surveyed trees by measuring the trunk diameter at 4.5 feet above grade or DBH and multiplying by 3.14. Diameter for multi-trunked trees was calculated by measuring each individual trunk and calculating the sum total of trunk diameters. In cases where an irregular buttress or bulge, or trunk union occurred at 4.5 feet above ground, measurements were taken above the irregular feature in order to best represent the size of the tree.

General notes on the condition of trees were taken, including health, structure, and overall condition. Assessment of the health, structure, and overall condition of each tree was conducted according to the narratives listed in Table 1.

Table 1. Rating Narratives for Tree Assessment

Health	
Good	Tree is free from symptoms of disease and stress.
Fair	Tree shows some symptoms of disease or stress including twig and small branch dieback, evidence of fungal / parasitic infection, thinning of crown, or poor leaf color.
Poor	Tree shows symptoms of severe decline.
Structure	
Good	Tree is free from major structural defects.
Fair	Tree shows some structural defects in branches, but overall structure is stable.
Poor	Tree shows structural failure of a major branch or co-dominant trunk.
General Condition	
Good	Tree shows condition of foliage, bark, and overall structure characteristic of the species and lacking obvious defect, or disease.
Fair	Tree shows condition of foliage, bark, and overall structure characteristic of the species with some evidence of stress, defect, or disease.
Poor	Tree shows condition of foliage, bark, and overall structure uncharacteristic of the species with obvious evidence of stress, defect, or disease.

Results

A total of 83 trees were identified within the Project Area, including 25 trees large enough and/or of select native tree species to be considered protected trees per the Tree Ordinance, and 58 trees that are non-protected trees per the ordinance. A complete list of all trees surveyed is presented in Attachment A. A map showing the location of surveyed trees is provided in Attachment B. Representative photographs are provided in Attachment C.

Protected trees within the Project Area were composed of four (4) native tree species (two [2] "select [native] tree species" specifically protected per the Tree Ordinance). The select native trees include coast redwood and coast live oak and the native trees not mentioned in the Tree Ordinance are arroyo willow (*Salix lasiolepis*) and red willow (*Salix laevigata*). The non-native protected trees are Italian stone pine (*Pinus pinea*) and Aleppo pine (*Pinus halepensis)*. Other trees present in the Project Area are Bradford pear (*Pyrus calleryana*), crape myrtle (*Lagerstroemia indica*), silver birch (*Betula pendula)*, blue gum eucalyptus (*Eucalyptus globulus*), and multi-trunk trees including the aforementioned. The largest single-trunk protected native tree is a coast redwood (Tree #280; 20.2 inches DBH) and the largest protected non-native tree is an Italian stone pine (Tree #225; 28.85 inches DBH).

Observed maladies and defects affecting trees within the Project Area included codominant trunks with included bark, epicormics sprouts indicative of stress, poorly pruned trees (e.g., "thinning" to raise the canopy), trunk wounds with bleeding sap, felled and dead branches attached to trunk (hangers), and moderate to significant crown dieback. One (1) protected coast live oak (#250) has symptoms of Sudden

Oak Death (SOD) and has oozing cankers. However, this tree is not part of the proposed development site per the proposed plans (Trachtenberg Architects 2021).

The observed maladies and considerations of severity, along with species characteristics guided the assignment of the structural condition, health, and overall condition score for each tree. The overall condition and health of inventoried trees was found to be generally good. However, structural condition was found to be generally fair. Table 2 below summarizes the assessment results of all inventoried trees in the Project Area.

Table 2. Tree Assessment Results Summary

Criteria Assessed/Rating	Condition	Health	Structure
Good	47 (57%)	50 (60%)	35 (42%)
Fair	29 (35%)	29 (35%)	40 (48%)
Poor	7 (8%)	4 (5%)	8 (10%)

As per Chapter 17.96, "Tree Removal" of the Pinole Municipal Code, a tree permit is required for the removal of one (1) or more protected trees on any undeveloped, vacant property or land under development that requires a building permit in the city. Per the demolition plans and the results of the tree survey, a total of 36 trees are within the limit of grade, five (5) protected coast live oaks and 31 non-native trees including three (3) protected Italian Stone pines and all require removal (Trachtenberg Architects 2021). None of these trees have any visible issues with their structure or their health, however, they all will be heavily impacted by the construction work within the Project Area and there is no alternative schematic for the development to avoid the impacts. No coast live oaks that are planned for removal have signs of SOD, however, they should be removed last, and the measures listed in the tree preservation plan shall be followed, to reduce the transmission of any spores.

Of all 36 trees planned for removal five (5) coast live oaks and three (3) protected non-native Italian Stone pines need a permit to be removed, a total of eight (8) trees. The five (5) coast live oaks are on the southwestern corner of the Project Area along the existing retaining wall and on the toe of slope below the drainage channel. The three (3) pines are located adjacent to the sidewalk and adjacent to a storm drain and may require encroachment permits under Chapter 17.12 "Administrative Use Permit".

Tree Preservation Plan

The Project will preserve the existing trees in the southern portion of the Project Area above to the south of the existing limit of pavement. Preservation of those trees will maintain a natural vegetation barrier between the redevelopment and the existing residential neighborhood to the south. In order to preserve the trees which are not to be removed or impacted by the construction activities, this Tree Preservation Plan (Plan) recommends measures and several methods to reduce potential impacts before, during and after construction. These practices will utilize multiple tree protection measures, i.e., restricted ground disturbance work within tree driplines and/or Tree Protection Zones, implement pruning best practices, reduce relative compaction rates, avoid unnecessary soil disturbance, and adopt a tree health monitoring plan.

Pre-Construction Awareness Training and Tree Protection Zone

The contractor and all its subcontractors shall be briefed by the Project Foreman or Project Arborist on the contents of this Plan and adhere to all tree protection recommendations within this Tree Preservation Plan.

As the trees to be preserved are all located to the south of the existing edge of pavement, a temporary tree protection fence shall be installed at the edge of pavement on the southern portion of the Project Area. The tree protection fence shall be marked with signage identifying the area as a Tree Protection Zone (TPZ). Extreme caution shall be taken to avoid mechanical injury to tree trunks, scaffold branches and root flares when operating along the edge of the TPZ.

Demolition and Material Storage

Structure and concrete removal along the edge of the TPZ shall be conducted in the least injurious method possible. Concrete to be removed along the southern edge of the existing pavement shall be moved away from existing trees to be preserved to avoid incidental contact with preserved trees. Use of heavy machinery, excavation, fill, grading, trenching, drainage changes or other soil disturbance activities shall be limited within the TPZ. Material storage, vehicle parking, and trash disposal shall not occur within the TPZ.

Heavy machinery access through TPZ areas is not planned and shall not be allowed to the maximum extent feasible. Construction materials and heavy machinery shall be properly staged away from existing preserved trees to avoid spillage or damage to trees. If temporary equipment access is required then prior to final grading, a six-inch layer of clean bark shall be placed in those areas requiring access.

Site Grading, Trenching and Root Pruning

No grading or trenching is anticipated within the TPZ. However, if concrete removal or other construction activities occur along the edge of the TPZ, such work shall be limited to the minimum extent necessary to achieve desired construction specifications. If roots of preserved trees are uncovered during demolition or construction activities, any roots greater than 2-inch diameter shall be pruned, as opposed to indiscriminately cut with heavy machinery. All roots encountered greater than 2-inch diameter shall be cleanly cut perpendicular to the axis using a sharp handsaw. Never rip or tear roots - clean cuts will encourage root regeneration. Trenching within the TPZ shall be avoided; if any trenching is required within the TPZ, the Project Arborist shall be informed and a determination shall be made whether potential impacts to trees can be mitigated, or not. If underground utilities are identified within the TPZ, they should be removed by hand, or capped and abandoned in place rather than trenched, to avoid root disturbance.

Tree and Brush Removal from Site

Trees requiring removal shall be felled away from preserved trees. Brush and wood chips generated from tree removals may be used on-site. However, brush and wood chips generated from trees in poor condition should not be used within TPZs to prevent the spread of pathogens.

Arborist Supervision and Pruning Specifications

No pruning of preserved trees shall be permitted unless approved by a Certified Arborist. Pruning of any existing preserved trees shall be performed by a licensed tree care professional and shall comply with the ANSI A300 standards and International Society of Arboriculture (ISA) Best Management Practices for Tree Pruning. All tree pruning tools must be cleaned prior to and after use. All branches being removed shall be cut to, but not beyond, the branch collar. All pruning shall be done in a way that maintains the balance and structure of the tree. Additional specific pruning prescriptions may be recommended prior to construction, as determined by a Certified Arborist.

Monitoring and Tree Damage Mitigation

TPZ fence installation shall be confirmed by the Project Arborist prior to site demolition and construction. This can be confirmed via email with photograph attachments in lieu of a site visit. Any trees designated for preservation damaged during construction shall be reported to the Project Arborist immediately, and the Project Arborist shall conduct a site visit to assess the damage and recommend potential mitigation.

Summary and Recommendations

A total of 83 trees were identified within the Project Area, 25 protected trees and 58 non-protected trees. Thirty-six (36) are within the development site and will need to be removed, therefore preserving 47 trees. Of the 36 trees planned for removal there are eight (8) trees that require city tree removal permits, five (5) coast live oaks and three (3) Italian Stone pines. Tree #250 may decline and die within five (5) years; however, the tree is in the woodland hillslope portion of the Project Area where no development will occur and is away from the public thus removal is not required. Three (3) of the four (4) silver birch are having minor to major dieback, and some are hollow, removal for public safety is recommended, they are included in the demolition plans.

Following the guidelines of the tree preservation plan above will allow for trees which are planned to be preserved to have impacts from construction activities to be less than significant.

A complete list of all trees surveyed within the Project Area is presented in Attachment A. A figure displaying the locations of all protected trees is presented in Attachment B. Representative photographs are provided in Attachment C.

Please feel free to contact me by email at carla.angulo@wra-ca.com, or project manager, Yingying Cai at yingying.cai@wra-ca.com, if you have any questions or concerns.

Attachments

Attachment A – Tree Survey Table
Attachment B—Tree Survey Results
Attachment C – Representative Photographs

References

ANSI 2017	ANSI A300 Pruning Standard - Part 1. 2017. American National Standard for Tree Care Operations - Tree, Shrub, and Other Woody Plant Management – Standard Practices (Pruning). 33 pp.
Fite and Smiley 2008	Fite, K. and E.T. Smiley. 2008. Managing Trees During Construction: Best Management Practices. Companion publication to the ANSI A300 Part 5: Tree, Shrub, and Other Woody Plant Maintenance – Standard Practices (Management of Trees and Shrubs During Site Development, and Construction). International Society of Arboriculture, P.O. Box 3129, Champaign, IL.
Trachtenberg Architects 2021	Trachtenberg Architects. 2021. Pinole Mixed Use Demolition Plans. 1500 Fitzgerald Drive. Pinole, California. APN 125-551-016. Sheet C1.1. Job 20313.

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Attachment A
Tree Survey Table

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Attachment A. Tree Table - Pinole, California, September 2021

Tag ID	Common Name	Scientific Name	Multistem	DBH_1	DBH_2	DBH_3	DBH_4	DBH_5	Total DBH	Condition	General Health	Structure	Select Natives	Protected	Removal vs. Preserve	Health Notes	Comment
201	Crape Myrtle	*Lagerstroemia indica*	no	7.24	0.00	0.00	0.00	0.00	7.24	Good	Good	Good	No	No	Removal		healthy LAIN
202	Crape Myrtle	*Lagerstroemia indica*	no	8.84	0.00	0.00	0.00	0.00	8.84	Good	Good	Good	No	No	Removal		not county protected; LAIN
203	Crape Myrtle	*Lagerstroemia indica*	no	10.00	0.00	0.00	0.00	0.00	10.00	Good	Good	Fair	No	No	Removal		on planter, root growth restricted
204	Silver Birch	*Betula pendula*	yes	5.50	4.50	0.00	0.00	0.00	10.00	Good	Good	Fair	No	No	Removal		BEPE; in planter restricted roots
205	Bradford Pear	*Pyrus calleryana*	no	7.45	0.00	0.00	0.00	0.00	7.45	Good	Good	Fair	No	No	Removal		PYCA, not county protected
206	Bradford Pear	*Pyrus calleryana*	no	9.95	0.00	0.00	0.00	0.00	9.95	Good	Good	Good	No	No	Removal		PYCA, not protected (NP), roots restricted in plan
207	Bradford Pear	*Pyrus calleryana*	no	12.75	0.00	0.00	0.00	0.00	12.75	Good	Good	Fair	No	No	Removal		PYCA in plantar NP
208	Silver Birch	*Betula pendula*	no	7.23	0.00	0.00	0.00	0.00	7.23	Good	Good	Fair	No	No	Removal		BEPE, NP, roots in planter
209	Bradford Pear	*Pyrus calleryana*	no	10.20	0.00	0.00	0.00	0.00	10.20	Good	Good	Fair	No	No	Removal		PYCA, NP, roots in planter, poor trimming
210	Bradford Pear	*Pyrus calleryana*	no	7.18	0.00	0.00	0.00	0.00	7.18	Fair	Good	Fair	No	No	Removal		PYCA, NP, roots in planter
211	Bradford Pear	*Pyrus calleryana*	no	11.55	0.00	0.00	0.00	0.00	11.55	Good	Fair	Fair	No	No	Removal		PYCA, NP, minimal response growth at cut brnch
212	Silver Dollar Gum	*Eucalyptus polyanthemos*	no	14.40	0.00	0.00	0.00	0.00	14.40	Good	Good	Fair	No	No	Removal		NP, leaning, significant root crown respons
213	Aleppo Pine	*Pinus halepensis*	no	21.40	0.00	0.00	0.00	0.00	21.40	Fair	Fair	Fair	No	Yes	Preserve		PIHA, on slope, NP
214	Aleppo Pine	*Pinus halepensis*	yes	25.30	13.10	0.00	0.00	0.00	38.40	Good	Good	Good	No	No	Preserve		PIHA, NP
215	Silver Birch	*Betula pendula*	no	5.85	0.00	0.00	0.00	0.00	5.85	Poor	Poor	Poor	No	No	Removal	major decay/dieback	BEPE, HOLLOW
216	Holly Oak	*Quercus ilex*	yes	5.70	2.55	0.00	0.00	0.00	8.25	Fair	Good	Fair	No	No	Removal		in planter, QUIL
217	Crape Myrtle	*Lagerstroemia indica*	no	4.50	0.00	0.00	0.00	0.00	4.50	Good	Good	Fair	No	No	Removal		LAIN, NP, codominant stems
218	Crape Myrtle	*Lagerstroemia indica*	no	4.30	0.00	0.00	0.00	0.00	4.30	Good	Fair	Fair	No	No	Removal		LAIN, NP, codominant stem
219	Silver Birch	*Betula pendula*	yes	5.10	6.10	7.40	0.00	0.00	18.60	Good	Good	Fair	No	No	Removal		BEPE, NP, codom trunks & stems, cavity w/ sig resp
220	Silver Birch	*Betula pendula*	yes	9.60	5.75	0.00	0.00	0.00	15.35	Good	Good	Fair	No	No	Removal		BEPE, NP, codom trunk & stems
221	Silver Birch	*Betula pendula*	no	9.40	0.00	0.00	0.00	0.00	9.40	Fair	Fair	Poor	No	No	Removal	minor decay/dieback	BEPE, large cavity at base, no response growth
222	Silver Birch	*Betula pendula*	no	4.80	0.00	0.00	0.00	0.00	4.80	Fair	Fair	Fair	No	No	Removal	cankers	BEPE, in planter
223	Crape Myrtle	*Lagerstroemia indica*	no	5.50	0.00	0.00	0.00	0.00	5.50	Good	Good	Good	No	No	Removal		LAIN
224	Crape Myrtle	*Lagerstroemia indica*	no	5.70	0.00	0.00	0.00	0.00	5.70	Fair	Good	Fair	No	No	Removal		LAIN, NP, INTERIOR DIEBACK
225	Italian Stone Pine	*Pinus pinea*	no	25.85	0.00	0.00	0.00	0.00	25.85	Good	Good	Fair	No	Yes	Removal		PIPI, NP, codominant stems
226	Italian Stone Pine	*Pinus pinea*	no	21.80	0.00	0.00	0.00	0.00	21.80	Good	Good	Good	No	Yes	Removal		PIPI, NP, exposed roots
227	Italian Stone Pine	*Pinus pinea*	no	19.80	0.00	0.00	0.00	0.00	19.80	Good	Good	Good	No	Yes	Removal		PIPI, NP
228	Bradford Pear	*Pyrus calleryana*	no	10.12	0.00	0.00	0.00	0.00	10.12	Good	Good	Good	No	No	Removal		PYCA, NP
229	Bradford Pear	*Pyrus calleryana*	no	8.00	0.00	0.00	0.00	0.00	8.00	Fair	Fair	Poor	No	No	Removal	poor grwth form/lean	PYCA, NP
230	Bradford Pear	*Pyrus calleryana*	no	13.27	0.00	0.00	0.00	0.00	13.27	Good	Good	Good	No	No	Removal		PYCA, NP
231	Bradford Pear	*Pyrus calleryana*	no	13.77	0.00	0.00	0.00	0.00	13.77	Good	Good	Good	No	No	Removal		PYCA, NP, 2 fails, lean w/ good response growth
232	Coast Live Oak	*Quercus agrifolia*	no	6.65	0.00	0.00	0.00	0.00	6.65	Good	Good	Fair	Yes	Yes	Removal		on slope
233	Coast Live Oak	*Quercus agrifolia*	no	13.25	0.00	0.00	0.00	0.00	13.25	Good	Good	Good	Yes	Yes	Removal		exposed roots
234	Coast Live Oak	*Quercus agrifolia*	no	12.80	0.00	0.00	0.00	0.00	12.80	Good	Good	Good	Yes	Yes	Removal		
235	Coast Live Oak	*Quercus agrifolia*	no	7.20	0.00	0.00	0.00	0.00	7.20	Good	Good	Good	Yes	Yes	Removal		
237	Coast Live Oak	*Quercus agrifolia*	yes	9.30	9.20	7.00	0.00	0.00	25.50	Poor	Fair	Fair	Yes	No	Preserve	SOD; suppressed	weeping sod cankers on uphill side, codoms
238	Aleppo Pine	*Pinus halepensis*	no	14.41	0.00	0.00	0.00	0.00	14.41	Fair	Fair	Fair	No	No	Preserve		PIHA
239	Blue Gum	*Eucalyptus globulus*	yes	14.80	7.50	20.90	0.00	0.00	43.20	Poor	Poor	Fair	No	No	Preserve	poor grwth form/lean; maj	included bark
240	Blue Gum	*Eucalyptus globulus*	yes	19.80	6.85	0.00	0.00	0.00	26.65	Poor	Fair	Poor	No	No	Preserve	minor decay/dieback	verticle crack
241	Blue Gum	*Eucalyptus globulus*	no	15.60	0.00	0.00	0.00	0.00	15.60	Poor	Fair	Poor	No	No	Preserve	poor grwth form/lean	verticle cracks, lost top of scaffold
242	Blue Gum	*Eucalyptus globulus*	no	11.10	0.00	0.00	0.00	0.00	11.10	Poor	Fair	Fair	No	No	Preserve	supressed	
243	Coast Live Oak	*Quercus agrifolia*	yes	6.50	3.80	0.00	0.00	0.00	10.30	Good	Fair	Good	Yes	No	Preserve		
244	Coast Live Oak	*Quercus agrifolia*	no	12.67	0.00	0.00	0.00	0.00	12.67	Good	Good	Good	Yes	Yes	Preserve		
245	Arroyo Willow	*Salix lasiolepis*	yes	9.16	7.80	3.80	0.00	0.00	20.76	Good	Good	Fair	Yes	No	Preserve		laying on slope, large breaks significant response
246	Arroyo Willow	*Salix lasiolepis*	yes	2.30	2.40	2.10	2.15	0.00	8.95	Fair	Fair	Poor	Yes	No	Removal		laying on slope
247	Canyon Live Oak	*Quercus chrysolepis*	no	4.80	0.00	0.00	0.00	0.00	4.80	Fair	Fair	Fair	No	No	Preserve		
248	Coast Live Oak	*Quercus agrifolia*	no	6.75	0.00	0.00	0.00	0.00	6.75	Good	Fair	Good	Yes	Yes	Removal		lean
249	Canyon Live Oak	*Quercus chrysolepis*	no	4.50	0.00	0.00	0.00	0.00	4.50	Good	Good	Good	No	No	Removal		
250	Coast Live Oak	*Quercus agrifolia*	no	17.10	0.00	0.00	0.00	0.00	17.10	Fair	Fair	Good	Yes	Yes	Preserve	cankers	weeping cankers
251	Coast Live Oak	*Quercus agrifolia*	yes	19.45	14.10	0.00	0.00	0.00	33.55	Good	Good	Good	Yes	No	Preserve		
252	Coast Redwood	*Sequoia sempervirens*	no	12.23	0.00	0.00	0.00	0.00	12.23	Fair	Fair	Good	Yes	Yes	Preserve		
253	Coast Live Oak	*Quercus agrifolia*	yes	9.70	5.80	0.00	0.00	0.00	15.50	Good	Good	Fair	Yes	No	Preserve		codominant trunks
254	Coast Live Oak	*Quercus agrifolia*	yes	4.70	3.10	2.00	2.10	0.00	11.90	Fair	Fair	Fair	Yes	No	Preserve		
255	Coast Live Oak	*Quercus agrifolia*	no	6.15	0.00	0.00	0.00	0.00	6.15	Good	Good	Good	Yes	Yes	Preserve		
256	Coast Live Oak	*Quercus agrifolia*	yes	9.90	3.00	1.85	0.00	0.00	14.75	Good	Good	Good	Yes	No	Preserve		
257	Coast Live Oak	*Quercus agrifolia*	no	4.70	0.00	0.00	0.00	0.00	4.70	Fair	Fair	Fair	Yes	Yes	Preserve		
258	Coast Live Oak	*Quercus agrifolia*	no	5.00	0.00	0.00	0.00	0.00	5.00	Fair	Fair	Fair	Yes	Yes	Preserve	minor decay/dieback	
259	Coast Live Oak	*Quercus agrifolia*	no	6.30	0.00	0.00	0.00	0.00	6.30	Good	Good	Good	Yes	Yes	Preserve		
260	Aleppo Pine	*Pinus halepensis*	no	19.00	0.00	0.00	0.00	0.00	19.00	Fair	Fair	Fair	No	Yes	Preserve	minor decay/dieback	PIHA, corrected lean

Tag ID	Common Name	Scientific Name	Multistem	DBH_1	DBH_2	DBH_3	DBH_4	DBH_5	Total DBH	Condition	General Health	Structure	Select Natives	Protected	Removal vs. Preserve	Health Notes	Comment
261	Coast Live Oak	*Quercus agrifolia*	yes	5.40	4.40	0.00	0.00	0.00	9.80	Good	Good	Good	Yes	No	Preserve		
262	Coast Live Oak	*Quercus agrifolia*	no	6.30	0.00	0.00	0.00	0.00	6.30	Good	Good	Good	Yes	Yes	Preserve		
263	Canyon Live Oak	*Quercus chrysolepis*	no	10.65	0.00	0.00	0.00	0.00	10.65	Good	Good	Good	No	No	Preserve		
264	Coast Live Oak	*Quercus agrifolia*	no	13.80	0.00	0.00	0.00	0.00	13.80	Good	Good	Good	Yes	Yes	Preserve		
265	Red Willow	*Salix laevigata*	no	17.75	0.00	0.00	0.00	0.00	17.75	Good	Good	Fair	No	No	Preserve		one recent failure
266	Coast Live Oak	*Quercus agrifolia*	no	10.87	0.00	0.00	0.00	0.00	10.87	Good	Good	Good	Yes	Yes	Preserve		
267	Coast Live Oak	*Quercus agrifolia*	yes	5.75	5.25	0.00	0.00	0.00	11.00	Fair	Good	Fair	Yes	No	Preserve		possible included bank
268	Coast Live Oak	*Quercus agrifolia*	yes	11.00	7.25	0.00	0.00	0.00	18.25	Fair	Fair	Fair	Yes	No	Preserve	cankers	weeping crotch
269	Coast Live Oak	*Quercus agrifolia*	no	16.25	0.00	0.00	0.00	0.00	16.25	Good	Good	Good	Yes	Yes	Preserve		
270	Coast Redwood	*Sequoia sempervirens*	yes	13.20	8.50	0.00	0.00	0.00	21.70	Fair	Good	Good	Yes	No	Preserve	supressed	
271	Aleppo Pine	*Pinus halepensis*	no	8.30	0.00	0.00	0.00	0.00	8.30	Fair	Fair	Fair	No	No	Preserve	poor grwth form/lean	PIHA
272	Aleppo Pine	*Pinus halepensis*	yes	24.54	20.40	12.45	14.20	0.00	71.59	Good	Good	Fair	No	No	Preserve		PIHA, codominant stems
273	Coast Live Oak	*Quercus agrifolia*	yes	8.65	4.65	5.98	0.00	0.00	19.28	Fair	Fair	Fair	Yes	No	Preserve	supressed	
274	Red Willow	*Salix laevigata*	yes	6.00	5.70	0.00	0.00	0.00	11.70	Poor	Poor	Poor	Yes	No	Preserve	major decay/dieback	
275	Coast Live Oak	*Quercus agrifolia*	no	12.35	0.00	0.00	0.00	0.00	12.35	Good	Good	Good	Yes	Yes	Preserve	poor grwth form/lean	
276	Red Willow	*Salix laevigata*	no	4.94	0.00	0.00	0.00	0.00	4.94	Fair	Fair	Poor	No	No	Preserve		holes at base of trunk
277	Aleppo Pine	*Pinus halepensis*	no	25.10	0.00	0.00	0.00	0.00	25.10	Fair	Fair	Fair	No	Yes	Preserve		PIHA, codominant stems
278	Aleppo Pine	*Pinus halepensis*	no	12.20	0.00	0.00	0.00	0.00	12.20	Fair	Fair	Fair	No	No	Preserve		PIHA, corrected lean
279	Coast Live Oak	*Quercus agrifolia*	yes	10.30	10.40	9.15	6.00	0.00	35.85	Fair	Fair	Good	Yes	No	Preserve		
280	Coast Redwood	*Sequoia sempervirens*	no	20.20	0.00	0.00	0.00	0.00	20.20	Good	Good	Good	Yes	Yes	Preserve		
281	Coast Live Oak	*Quercus agrifolia*	yes	11.45	13.75	10.25	0.00	0.00	35.45	Good	Good	Good	Yes	No	Preserve		
282	Coast Live Oak	*Quercus agrifolia*	yes	8.40	5.80	3.00	0.00	0.00	17.20	Fair	Poor	Fair	Yes	No	Preserve	major decay/dieback	one stem dead
283	Arroyo Willow	*Salix lasiolepis*	yes	4.85	4.70	7.40	5.55	2.80	25.30	Fair	Fair	Fair	Yes	No	Preserve		
284	Coast Live Oak	*Quercus agrifolia*	no	14.85	0.00	0.00	0.00	0.00	14.85	Good	Good	Good	Yes	Yes	Preserve		

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Attachment B
Tree Survey Map

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Sources: USDA NAIP Imagery 2020, WRA | Prepared By: njander, cangulo 06/13/2022

Attachment B: Tree Survey Results

ROIC Pinole Vista
Mixed Use Project
Pinole, Contra Costa County
California

0 50 100 Feet

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wra ENVIRONMENTAL CONSULTANTS

Attachment C
Representative Photographs

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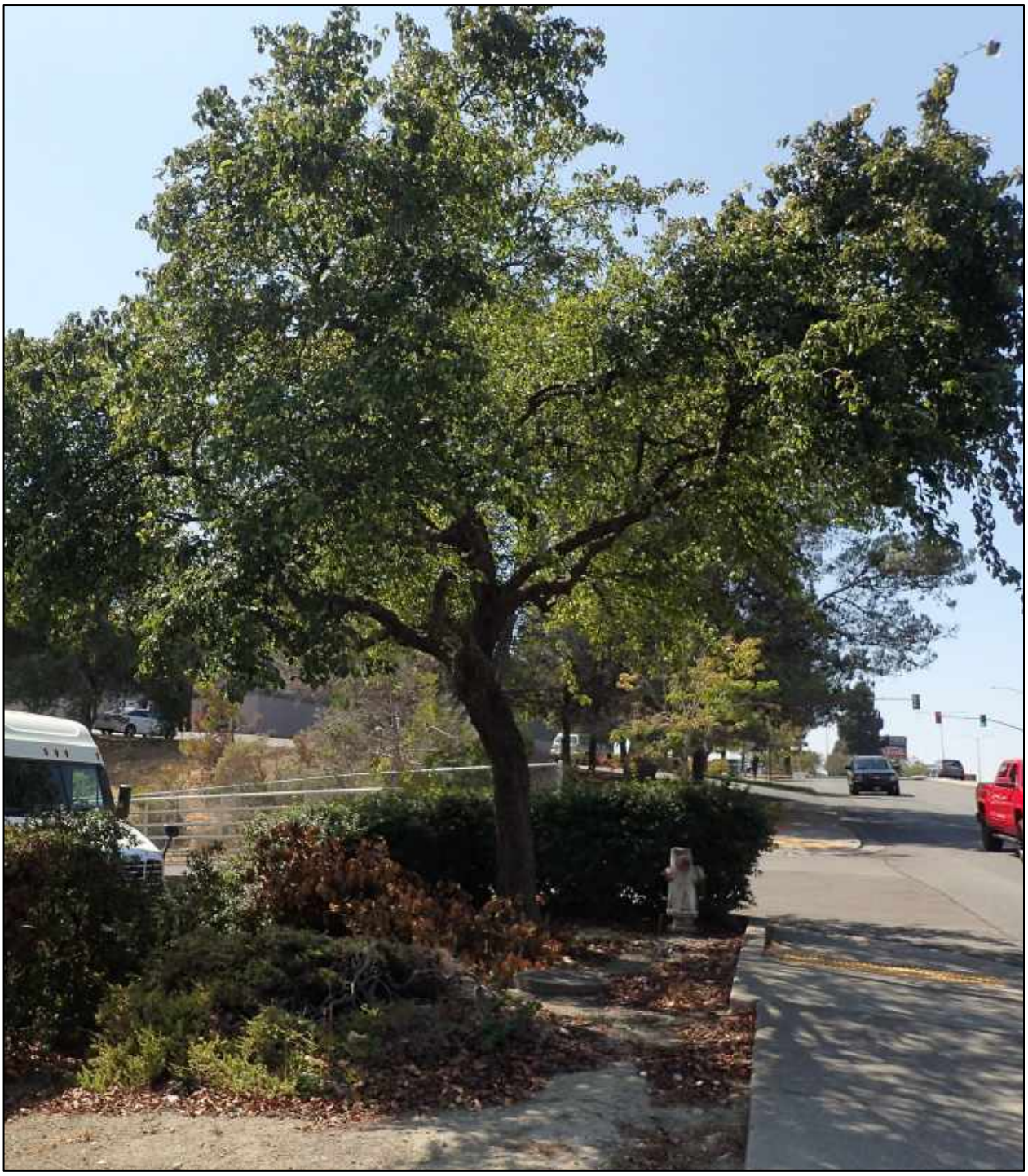
Photograph 1. Tree 207, a (single) trunk Bradford pear (*Pyrus calleyarna*) protected tree located in the interior portion of the Study Area.

Photograph 2. Tree #224, a (single) trunk Crape myrtle (*Lagerstroemia indica*) protected tree located in the driveway entrance planter on the northern portion of the Study Area.

Photograph 3. Trees #225 and #226, both (single) trunk Italian Stone Pines (*Pinus pinea*) protected trees located adjacent to the sidewalk and along the entrance on the northern portion of the Study Area.



Photograph 4. Tree #231, a (single) trunk Bradford Pear (*Pyrus calleryana*) protected tree, which has had two branch failures, located adjacent to sidewalk and fire hydrant on the northwest corner of the Study Area by the loading entrance.

Photograph 5. Tree #222, a (single) trunk Silver Birch (*Betula pendula*) protected tree, in fair condition due to cankers, located in a parking lot planter on the interior portion of the Study Area east of the building.

Photograph 6. Tree #284, a (single) trunk Coast Live Oak (*Quercus agrifolia*) protected tree at the toe of the slope located in the southern portion of the Study Area which will not be developed.

Photograph 7. Tree #277, a (single) trunk Bishop Pine (*Pinus muriata*) protected tree at the toe of the slope located in the southern portion of the Study Area which will not be developed.

Appendix C

Appendix C. Archaeological Survey Report, prepared by ALTA Archaeological Consulting, October 2021.

[Confidential]

Appendix D

ROCKRIDGE GEOTECHNICAL

Prepared for **Retail Opportunity Investments Corp**

GEOTECHNICAL INVESTIGATION
PROPOSED RESIDENTIAL DEVELOPMENT
1500 FITZGERALD DRIVE
PINOLE, CALIFORNIA

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April 13, 2022
Project No. 22-2171

270 Grand Avenue
Oakland, CA 94610

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ROCKRIDGE GEOTECHNICAL

April 13, 2022
Project No. 22-2171

Mr. Robert Schoebel
Chief Operating Officer
Retail Opportunity Investments Corp.
11250 El Camino Real, Suite 200
San Diego, California 92130

Subject: Geotechnical Investigation
Proposed Residential Development
1500 Fitzgerald Drive
Pinole, California

Dear Mr. Schoebel,

The attached report presents the results of the geotechnical investigation performed by Rockridge Geotechnical, Inc. for the proposed residential development to be constructed at 1500 Fitzgerald Drive in Pinole, California. Our geotechnical investigation was performed in accordance with our proposal dated January 14, 2022.

The site is located on the southern side of Fitzgerald Drive, west of its intersection with Appian Way. It is relatively level and is currently occupied by a vacant one-story commercial building (previously occupied by Kmart) and adjacent driveways and paved surface parking lots. The existing commercial building is rectangular-shaped with plan dimensions of about 210 by 450 feet.

Plans are to demolish the existing building and construct a five-story residential building at-grade. The proposed building will be E-shaped with two courtyards and will have maximum plan dimensions of about 200 by 375 feet. Other site improvements include new surface parking, hardscape and landscape.

From a geotechnical standpoint, we conclude the proposed improvements are feasible provided the recommendations presented in this report are incorporated into the project plans and specifications and implemented during construction. The primary geotechnical concerns for the project are: 1) variable thickness and composition of undocumented fill underlying the site, and 2) providing adequate foundation support for the proposed building. We conclude the proposed building may be supported on a stiffened foundation system, such as interconnected continuous spread footings or a mat, provided the estimated foundation settlements are acceptable from structural standpoint.

The recommendations contained in our report are based on a limited subsurface exploration. Consequently, variations between expected and actual subsurface conditions

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ROCKRIDGE GEOTECHNICAL

may be found in localized areas during construction. Therefore, we should be engaged to observe site grading and foundation installations during which time we may make changes in our recommendations, if deemed necessary.

We appreciate the opportunity to provide our services to you on this project. If you have any questions, please call.

Sincerely yours,
ROCKRIDGE GEOTECHNICAL, INC.

REGISTERED PROFESSIONAL ENGINEER
HUI JUN LIANG
GE2663
Exp. 6/30/2022
GEOTECHNICAL
STATE OF CALIFORNIA

Katie S. Dickinson
Senior Project Engineer

Linda H. J. Liang, P.E., G.E.
Principal Engineer

QUALITY CONTROL REVIEWER:

Logan D. Medeiros, P.E., G.E.
Associate Engineer

Enclosure

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ROCKRIDGE GEOTECHNICAL

GEOTECHNICAL INVESTIGATION
PROPOSED RESIDENTIAL DEVELOPMENT
1500 FITZGERALD DRIVE
Pinole, California

1.0 INTRODUCTION

This report presents the results of the geotechnical investigation performed by Rockridge Geotechnical, Inc. for the proposed residential development to be constructed at 1500 Fitzgerald Drive in Pinole, California. The site is located on the southern side of Fitzgerald Drive, west of its intersection with Appian Way, as shown on the Site Location Map, Figure 1.

The site is relatively level and is currently occupied by a vacant one-story commercial building (previously occupied by Kmart) and adjacent driveways and paved surface parking lots. The existing commercial building is rectangular-shaped with plan dimensions of about 210 by 450 feet.

Plans are to demolish the existing building and construct a five-story residential building at-grade. The proposed building will be E-shaped with two courtyards and will have maximum plan dimensions of about 200 by 375 feet, as shown on the Site Plan, Figure 2. Other proposed site improvements include new surface parking, hardscape, and landscaped areas.

2.0 SCOPE OF SERVICES

Our geotechnical investigation was performed in accordance with our proposal dated January 14, 2022. Our scope of services consisted of exploring the subsurface conditions at the site by performing cone penetration tests (CPTs), drilling test borings, performing laboratory tests on selected soil samples, and performing engineering analyses to develop conclusions and recommendations regarding:

- subsurface conditions
- site seismicity and seismic hazards, including the potential for liquefaction and lateral spreading, and total and differential settlement resulting from liquefaction and/or cyclic densification
- the most appropriate foundation type(s) for the proposed building

- design criteria for the recommended foundation type(s), including vertical and lateral capacities for each of the foundation type(s)
- estimates of foundation settlement
- site grading and excavation, including criteria for fill quality and compaction
- subgrade preparation for interior and exterior concrete slabs-on-grade
- temporary cut slopes and shoring, as appropriate
- lateral earth pressures for design of below-grade walls
- flexible and rigid pavement design
- permeable and non-permeable pavers
- 2019 California Building Code (CBC) site class and mapped spectral response acceleration parameters
- corrosivity of near-surface soil and the potential effects on buried concrete and metal structures and foundations
- construction considerations.

3.0 FIELD INVESTIGATION AND LABORATORY TESTING

Subsurface conditions at the site were investigated by performing seven CPTs, drilling two test borings, and performing laboratory testing on selected soil samples. Prior to advancing the CPTs and borings, we obtained a drilling permit from Contra Costa County Environmental Health Division (CCCEHD). We also contacted Underground Service Alert (USA) to notify them of our work, as required by law, and retained Subtronic Corporation, a private utility locator, to check for buried utilities at the boring and CPT locations to reduce the potential for encountering buried utilities during our field investigation. Details of the field exploration and laboratory testing are described below.

3.1 Cone Penetration Tests

The CPTs, designated as CPT-1 through CPT-7, were performed on February 28, 2022 by Middle Earth Geo Testing of Orange, California to provide in-situ soil data at the approximate locations shown on Figure 2. With the exception of CPT-2, which was advanced to target depth of 50 feet below the ground surface (bgs), all CPTs encountered practical refusal at depths ranging from 26 to 46 feet bgs. The CPTs were performed by hydraulically pushing a 1.7-inch-

diameter, cone-tipped probe with a projected area of 15 square centimeters into the ground using a truck-mounted 25-ton CPT rig. The cone-tipped probe measured tip resistance and the friction sleeve behind the cone tip measured frictional resistance. Electrical strain gauges within the cone continuously measured soil parameters for the entire depth advanced. Soil data, including tip resistance and frictional resistance, were recorded by computer to provide engineering information such as the types and approximate strength characteristics of the soil encountered.

The CPT logs showing tip resistance, friction ratio, pore water pressure, as well as interpreted soil behavior type are presented in Appendix A on Figures A-1 through A-7. Upon completion, the CPT holes were backfilled with neat cement grout in accordance with CCCEHD's grouting guidelines.

3.2 Test Borings

Two test borings, designated as B-1 and B-2, were drilled on March 15, 2022 by Benevent Building of Concord, California at the approximate locations shown on Figure 2. Borings B-1 and B-2 were drilled to 31.5 and 21.5 feet bgs, respectively, using a portable drill rig equipped with four-inch-diameter solid-stem flight augers. During drilling, our field geologist logged the soil encountered and obtained representative samples for visual classification and laboratory testing. The logs of the borings are presented on Figures A-8 through A-9 in Appendix A. The soil and bedrock encountered in the borings were classified in accordance with the classification charts shown on Figures A-10 and A-11.

Soil samples were obtained using the following samplers:

- Modified California (MC) split-barrel sampler with a 3.0-inch outside diameter and 2.5-inch inside diameter, lined with 2.43-inch inside diameter stainless steel or brass tubes.
- Standard Penetration Test (SPT) split-barrel sampler with a 2.0-inch outside and 1.5-inch inside diameter; the sampler was designed to accommodate liners, but liners were not used.

The type of sampler used was selected based on soil type and the desired sample quality for laboratory testing. In general, the MC sampler was used to obtain samples in stiff cohesive soil

and the SPT sampler was used to evaluate the relative density of sandy soils and obtain samples of hard cohesive soils and weak bedrock.

The MC and SPT samplers were driven with a 140-pound safety hammer falling 30 inches per drop using a rope-and-cathead system. The samplers were driven up to 18 inches and the hammer blows required to drive the samplers were recorded every six inches and are presented on the boring logs. A “blow count” is defined as the number of hammer blows per six inches of penetration or 50 blows for six inches or less of penetration. The blow counts required to drive the MC and SPT samplers were converted to approximate SPT N-values using factors of 0.7 and 1.2, respectively, to account for sampler type, approximate hammer energy, and the fact that the SPT sampler could accommodate liners, but liners were not used. The blow counts used for this conversion were: 1) the last two blow counts if the sampler was driven more than 12 inches, or 2) the last blow count if the sampler was driven more than 6 inches but less than 12 inches. The converted SPT N-values are presented on the boring logs.

The borings were backfilled with neat cement grout in accordance with CCCEHD’s grouting guidelines. The soil cuttings generated by the borings were placed on the ground next to each boring location.

3.3 Laboratory Testing

We re-examined the soil samples obtained from the borings to confirm the field classifications and selected representative samples for laboratory testing. Soil samples were tested by B. Hillebrandt Soils Testing, Inc. of Alamo, California to measure moisture content, dry density, Atterberg limits, and particle size distribution. Soil samples were tested by Project X Corrosion Engineering of Murrieta, California to measure corrosivity characteristics. The results of the laboratory tests are presented on the boring logs and in Appendix B.

4.0 SUBSURFACE CONDITIONS

Historic aerial maps show the site vicinity previously consisted of rolling hills with a drainage valley and ridge running beneath the site. At some time prior to 1985, the site was graded to be relatively level, presumably using soil from the top of the ridge to fill in the drainage valley.

A regional geologic map prepared by Graymer, et al. (2006), a portion of which is presented on Figure 3, indicates the site is underlain by Pliocene and early Miocene-age sedimentary rocks (Tpms). The results of our CPTs and borings indicate the site is blanketed by about 2 to 14 feet of fill, except near the northeastern portion of the site (i.e., CPT-6 and CPT-7) where the fill that was placed in the historic drainage valley appears to be thicker. The fill encountered mostly consists of very stiff to hard clay with varying sand content and medium dense to very dense silty sand. The fill is underlain by native alluvium, residual soil, or bedrock. Where explored, the native alluvium and residual soil consists of very stiff to hard clay with variable silt and sand content and dense to very dense silty/clayey sand. In CPT-7, we encountered a layer of moderately compressible, slightly overconsolidated clay between depths of about 26 and 29 feet bgs.

The top of bedrock varies from about two feet on the southern portion of the site (i.e., Boring B-2 and CPT-4) to about 30 feet on the northern portion of the site (i.e., Boring B-1) and to about 35 feet bgs on the northeastern portion of the site (i.e., CPT-6 and CPT-7). Bedrock samples obtained from borings B-1 and B-2 indicate the bedrock consists of siltstone and claystone that are soft to low hardness, friable, and moderately weathered.

4.1 Groundwater Level

Groundwater was measured in borings B-1 and B-2 at depths of 19.7 and 15.3 feet bgs just prior to grouting. Groundwater was measured in CPT-3, CPT-5, CPT-6, and CPT-7 at depths of 16, 22, 20, and 20 feet bgs, respectively, using a weighted tape just prior to grouting. Considering these measurements were taken soon after completion of drilling or advancing the CPTs, they may not represent stabilized groundwater levels.

To further evaluate the groundwater level at the site, we reviewed information on the State of California Water Resources Control Board GeoTracker website (https://geotracker.waterboards.ca.gov/). The closest site with substantial historic groundwater data on the GeoTracker website is at 2401 Appian Way, about 1,400 feet east of the site. A groundwater monitoring report prepared by Environmental Resolutions, Inc. provides quarterly

groundwater readings from four monitoring wells from November 1998 to November 1999. Groundwater levels were measured between approximately 8.7 and 21.4 feet bgs. Another site with substantial historic groundwater data on the GeoTracker website is at 1599 Tara Hills Drive, about 1,600 feet north of the site. A groundwater monitoring report prepared by Conestoga-Rovers & Associates provides semi-annual groundwater readings from several monitoring wells from April 1997 to February 2012. Groundwater levels were measured between approximately 8.6 and 39.7 feet bgs.

Based on the available groundwater level data discussed above, we conclude a design high groundwater table of eight feet bgs should be used for this project. The depth to groundwater is expected to vary several feet annually, depending on rainfall amounts.

5.0 SEISMIC CONSIDERATIONS

5.1 Regional Seismicity

The site is located in the Coast Ranges Geomorphic Province of California that is characterized by northwest-trending valleys and ridges. These topographic features are controlled by folds and faults that resulted from the collision of the Farallon North American plates and subsequent strike-slip faulting along the San Andreas Fault system. The San Andreas Fault is more than 600 miles long from Point Arena in the north to the Gulf of California in the south. The Coast Ranges Geomorphic Province is bounded on the east by the Great Valley and on the west by the Pacific Ocean.

The major active faults in the area are the Hayward, Concord, and Green Valley faults. These and other faults in the region are shown on Figure 4. Numerous damaging earthquakes have occurred along these faults in recorded time. For these and other active faults within a 50-kilometer radius of the site, the distance from the site and estimated characteristic moment magnitude[1] [Petersen et al. (2014) & Thompson et al. (2016)] are summarized in Table 1. These

[1] Moment magnitude (M_w) is an energy-based scale and provides a physically meaningful measure of the size of a faulting event. Moment magnitude is directly related to average slip and fault rupture area.

references are based on the Third Uniform California Earthquake Rupture Forecast (UCERF3), prepared by Field et al. (2013).

TABLE 1
Regional Faults and Seismicity

Fault Name	Approximate Distance (km)	Direction from Site	Characteristic Moment Magnitude
Total Hayward + Rodgers Creek (RC+HN+HS+HE)	3.4	Southwest	7.58
Hayward (North, HN)	3.4	Southwest	6.90
Concord	20	East	6.45
Green Valley	20	East	6.30
West Napa	20	Northeast	6.97
Rodgers Creek - Healdsburg	23	Northwest	7.19
Mount Diablo Thrust North CFM	25	East	6.72
Hayward (South, HS)	26	Southeast	7.00
Mount Diablo Thrust	27	East	6.67
Total Calaveras (CN+CC+CS+CE)	28	Southeast	7.43
Calaveras (North, CN)	28	Southeast	6.86
Clayton	30	East	6.57
Total North San Andreas (SAO+SAN+SAP+SAS)	33	West	8.04
North San Andreas (Peninsula, SAP)	33	West	7.38
North San Andreas (North Coast, SAN)	33	West	7.52
San Gregorio (North)	35	West	7.44
Great Valley 05 (Pittsburg - Kirby Hills alt1)	35	East	6.60
Great Valley 05 (Pittsburg - Kirby Hills alt2)	39	East	6.66
Greenville (North)	40	East	6.86
Mount Diablo Thrust South	43	Southeast	6.50
Great Valley 04b (Gordon Valley)	46	Northeast	6.77
Hunting Creek (Berryessa)	48	North	6.69

Since 1800, four major earthquakes have been recorded on the North San Andreas Fault. In 1836, an earthquake with an estimated maximum intensity of VII on the Modified Mercalli (MM) scale occurred east of Monterey Bay on the San Andreas Fault (Toppozada and Borchardt 1998). The estimated moment magnitude (M_w) for this earthquake is about 6.25. In 1838, an earthquake occurred with an estimated intensity of about VIII-IX (MM), corresponding to an M_w

of about 7.5. The San Francisco Earthquake of 1906 caused the most significant damage in the history of the Bay Area in terms of loss of lives and property damage. This earthquake created a surface rupture along the San Andreas Fault from Shelter Cove to San Juan Bautista approximately 470 kilometers in length. It had a maximum intensity of XI (MM), an M_w of about 7.9, and was felt 560 kilometers away in Oregon, Nevada, and Los Angeles. The Loma Prieta Earthquake of October 17, 1989 had an M_w of 6.9 and occurred about 113 kilometers south of the site. On August 24, 2014, an earthquake with an estimated maximum intensity of VIII (severe) on the MM scale occurred on the West Napa fault. This earthquake was the largest earthquake event in the San Francisco Bay Area since the Loma Prieta Earthquake. The M_w of the 2014 South Napa Earthquake was 6.0.

In 1868, an earthquake with an estimated maximum intensity of X on the MM scale occurred on the southern segment (between San Leandro and Fremont) of the Hayward Fault. The estimated M_w for the earthquake is 7.0. In 1861, an earthquake of unknown magnitude (estimated M_w of about 6.5) was reported on the Calaveras Fault. The most recent significant earthquake on this fault was the 1984 Morgan Hill earthquake, which corresponds to an M_w of 6.2.

As a part of the UCERF3 project, researchers estimated that the probability of at least one M_w greater than or equal to a 6.7 earthquake occurring in the greater San Francisco Bay Area during a 30-year period (starting in 2014) is 72 percent. The highest probabilities are assigned to sections of the Hayward (South), Calaveras (Central), and the North San Andreas (Santa Cruz Mountains) faults. The respective probabilities are approximately 25, 21, and 17 percent.

5.2 Geologic Hazards

Because the project site is in a seismically active region, we evaluated the potential for earthquake-induced geologic hazards including ground shaking, ground surface rupture, liquefaction,[2] lateral spreading,[3] and cyclic densification[4]. We used the results of the CPTs and borings to evaluate the potential of these phenomena occurring at the project site.

5.2.1 Ground Shaking

The seismicity of the site is governed by the activity of the Hayward Fault, although ground shaking from future earthquakes on other faults will also be felt at the site. The intensity of earthquake ground motion at the site will depend upon the characteristics of the generating fault, distance to the earthquake epicenter, and magnitude and duration of the earthquake. We judge that strong to very strong ground shaking could occur at the site during a large earthquake on one of the nearby faults.

5.2.2 Fault Rupture

Historically, ground surface displacements closely follow the trace of geologically young faults. The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. Therefore, we conclude there is no risk of fault offset at the site from a known active fault. In a seismically active area, the remote possibility exists for future faulting in areas where no faults previously existed; however, we conclude the risk of surface faulting, and consequently secondary ground failure, from previously unknown faults is very low.

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[2] Liquefaction is a phenomenon where loose, saturated, cohesionless soil experiences temporary reduction in strength during cyclic loading such as that produced by earthquakes.

[3] Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

[4] Cyclic densification is a phenomenon in which non-saturated, cohesionless soil is compacted by earthquake vibrations, causing ground-surface settlement.

5.2.3 Liquefaction and Associated Hazards

When a saturated, cohesionless soil liquefies, it experiences a temporary loss of shear strength created by a transient rise in excess pore pressure generated by strong ground motion. Soil susceptible to liquefaction includes saturated loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. Flow failure, lateral spreading, differential settlement, loss of bearing strength, ground fissures, and sand boils are evidence of excess pore pressure generation and liquefaction.

The site is located within a mapped zone of "very low" liquefaction susceptibility on the map titled *Maps of Quaternary Deposits and Liquefaction Susceptibility in the Central San Francisco Bay Region, California, by USGS, 2006* (Figure 5). Considering the soil encountered in the CPTs and borings below the design groundwater table (eight feet bgs) and above bedrock generally consists of stiff to hard clay and dense to very dense silty/clayey sand, we judge the soil is not susceptible to liquefaction because of its cohesion and/or relatively density. However, we judge there may be localized lenses of medium dense silty sand fill beneath the groundwater table that may be susceptible to liquefaction. We estimate liquefaction-induced settlement from localized lenses of medium dense silty sand fill could be about 1/4 inch during a Maximum Considered Earthquake (MCE) event as defined by the 2019 CBC.

Ishihara (1985) presented an empirical relationship that provides criteria used to evaluate whether liquefaction-induced ground failure, such as sand boils, would be expected to occur under a given level of shaking for a liquefiable layer of given thickness overlain by a resistant, or protective, surficial layer. Our analysis indicates the non-liquefiable soil overlying the potentially liquefiable soil layer at the site is sufficiently thick and the potentially liquefiable layer are sufficiently thin and has relatively high fines content such that the potential for surface manifestations from liquefaction, such as sand boils and loss of bearing capacity for shallow foundations, is very low.

Considering the discontinuous nature of the potentially liquefiable layer, we conclude the risk of lateral spreading is nil

5.2.4 Cyclic Densification

Seismically induced compaction (also referred to as cyclic densification) of non-saturated granular soil (granular soil above groundwater table) can occur during an earthquake, resulting in settlement of the ground surface and overlying improvements. The CPTs and borings indicate the material encountered above the groundwater table is sufficiently dense and/or cohesive to resist cyclic densification. Therefore, we conclude the potential for seismically induced settlement resulting from cyclic densification is very low.

6.0 DISCUSSIONS AND CONCLUSIONS

From a geotechnical standpoint, we conclude the site can be developed as planned, provided the recommendations presented in this report are incorporated into the project plans and specifications and implemented during construction. The primary geotechnical concerns for the project are: 1) variable thickness and composition of undocumented fill underlying the site, and 2) providing adequate foundation support for the proposed building. These and other geotechnical issues as they pertain to the proposed development are discussed below.

6.1 Foundations and Settlement

The soil/bedrock underlying the site generally has moderate to high strength and relatively low compressibility; except for an area on the northeastern portion of the site, called out as "Foundation Design Zone A" (Zone A) on Figure 2, where the fill may be thicker and the native alluvium is weaker and more compressible.

We conclude the existing fill and alluvium can provide adequate foundation support for the proposed building, provided the estimated settlements are acceptable from structural standpoint. We conclude the proposed building may be supported on shallow foundations; however, considering the inherent variability of the undocumented fill thickness, composition, and compaction across the site, we judge isolated spread footings bearing on undocumented fill will be susceptible to erratic differential settlements. To reduce the potential for erratic differential settlements, we conclude the proposed building should be supported on a stiffened shallow foundation system, such as interconnected continuous spread footings or a mat.

Our settlement analyses indicate total settlement of interconnected continuous spread footings designed using the allowable bearing pressures presented in this Section 7.3 of this report will be less than 3/4 inch and differential settlement will be less than 1/2 inch over a 30-foot horizontal distance; except within Zone A. We estimate total settlement of interconnected continuous spread footings located within Zone A will be as much as about 1-1/2 inches. The differential settlement within this zone will be controlled to some degree by the stiffness/rigidity of the foundation system; however, we anticipate it can be designed to limit differential settlements to about 3/4 inch over a 30-foot horizontal distance. If the estimated static settlement for spread footings located within Zone A is not acceptable from structural standpoint, the ground beneath the spread footings within Zone A can be improved by installing drilled displacement columns that transfer building loads to less compressible alluvium (see Section 6.1.1 and 7.5).

We estimate the total settlement of a mat-supported building will be less than 3/4 inch and differential settlement would be approximately 1/2 inch over a horizontal distance of 30 feet; except within Zone A. We estimate total settlement of mat located within Zone A will be as much as about 1-1/2 inches. The differential settlement of the mat within this zone will be controlled to some degree by the stiffness/rigidity of the mat; however, we anticipate it can be designed to limit differential settlements to about 3/4 inch over a 30-foot horizontal distance.

As discussed in Section 5.2.3, interconnected continuous spread footings and mat should be designed for additional liquefaction-induced total and differential settlements on the order of 1/4 inch and 1/4 inch over a horizontal distance of 30 feet, respectively.

6.1.1 Ground Improvement

Ground improvement serves to stiffen the overall soil matrix and/or transferring the foundation loads to more competent material at depth, thus reducing settlements and providing increased bearing capacity beneath the shallow foundations. There are several types of ground improvement that may be utilized to mitigate total and differential settlements of the proposed building. Based on our experience, we conclude drilled displacement columns (DDCs) would be the most appropriate ground improvement method for the area of weaker soil within Zone A.

DDCs are installed by advancing a hollow-stem auger that mostly displaces the soil and then pumping a sand-cement grout into the hole under pressure as the auger is withdrawn. As a result, the DDCs densify the surrounding soil. Because of the displacement drilling method, fewer drilling spoils are generated for off-haul. DDC ground improvement results in low vibrations during installation and is appropriate for use near adjacent structures. DDCs are typically installed under design-build contracts by specialty contractors.

6.2 Excavation Support and Construction Considerations

The soil to be excavated consists primarily of clay with varying silt and sand content and weathered siltstone and claystone, which can be excavated with conventional earth-moving equipment such as loaders and backhoes. If concrete debris or former foundation elements are encountered during grading, removal will require equipment capable of breaking concrete, such as a hoe-ram.

Excavations that will be entered by workers should be sloped or shored in accordance with CAL-OSHA standards (29 CFR Part 1926). If shoring is required for excavation support, a shoring engineer should be responsible for the design. The contractor should be responsible for the construction and safety of temporary slopes and shoring.

Construction of below-grade walls (i.e., elevator pits) may require an excavation extending more than five feet bgs. Where there is adequate space, the sides of the excavation may be sloped and the walls subsequently backfilled. Where there is insufficient space to slope the sides of the excavation, shoring will be required. We judge that a cantilevered soldier pile and timber lagging shoring system would be the most appropriate method of support for excavations for this project.

6.3 Soil Corrosivity

Corrosivity tests were performed by Project X Corrosion Engineering of Murrieta, California on soil samples obtained from Boring B-1 and B-2 at depths of 1.5 and 3 feet bgs, respectively. The corrosivity test results are presented in Appendix B of this report.

Many factors can affect the corrosion potential of soil including, but not limited to, resistivity, pH, and chloride and sulfate concentrations. Based on the minimum soil resistivity measurements of 1,340 and 1,474 ohm-centimeters (ohm-cm), we conclude the soil is "highly corrosive[5]" to buried metal. Accordingly, all buried iron, steel, cast iron, ductile iron, galvanized steel and dielectric-coated steel or iron should be protected against corrosion depending upon the critical nature of the structure. If it is necessary to have metal in contact with soil, a corrosion engineer should be consulted to provide recommendations for corrosion protection.

The results of the pH tests (8.8 and 8.4) indicate the near-surface is "negligibly corrosive" to buried metallic and concrete structures; however, since the pH is higher than 8.5, the soil is alkaline and can cause accelerated corrosion of copper and aluminum alloys. The chloride ion concentrations (6.9 and 6.2 mg/kg) indicate the chlorides in the near-surface soil are "negligibly corrosive" to buried metallic structures and reinforcing steel in concrete structures below ground. The results also indicate the sulfate ion concentrations (34.5 and 60.7 mg/kg) are sufficiently low such that sulfates do not to pose a threat to buried concrete and mortars.

7.0 RECOMMENDATIONS

Recommendations for site grading, foundation design, shoring design and construction, and seismic design are presented in this section of the report.

7.1 Site Preparation and Grading

Site clearing should include removal of all existing pavements, former foundation elements, and underground utilities. Demolished asphalt concrete should be taken to an asphalt recycling facility. Demolished concrete and aggregate base beneath existing pavements may be re-used as select fill if carefully segregated. Any vegetation and the upper 3 to 4 inches of organic topsoil should be stripped in areas to receive improvements (i.e., building, pavement, or flatwork). Tree

[5] Roberge, Pierre R. (2018). *Corrosion Basics, an Introduction, Third Edition*. NACE International, P. 189.

roots with a diameter greater than 1/2 inch within four feet of building subgrade should be removed.

In general, abandoned underground utilities should be removed to the property line or service connections and properly capped or plugged with concrete. Where existing utility lines are outside of the proposed building footprint and will not interfere with the proposed construction, they may be abandoned in-place provided the lines are filled with lean concrete or cement grout to the property line. Any excavations created during demolition should be properly backfilled with compacted fill under the direction of our field engineer.

If grading work is performed during the rainy season, the contractor may find the subgrade material too wet to compact to the recommended relative compaction and will have to be scarified and aerated to lower its moisture content so the specified compaction can be achieved. Material to be dried by aeration should be scarified to a depth of at least eight inches; the scarified soil should be turned at least twice a day to promote uniform drying. Once the moisture content of the aerated soil has been reduced to acceptable levels, the soil should be compacted in accordance with our recommendations. Aeration typically is the least costly method used to stabilize the subgrade soil; however, it generally requires the most time to complete. Other soil stabilization alternatives include overexcavating and placing drier material, and lime treatment.

In areas that will receive fill or improvements (i.e., building pad subgrade, pavement or flatwork), the soil subgrade exposed should be scarified to a depth of at least eight inches, moisture-conditioned to above optimum moisture content, and compacted to at least 90 percent relative compaction[6]. If the subgrade is within eight inches of finished subgrade in areas to receive vehicular traffic, it should be moisture-conditioned to above optimum moisture content and compacted to at least 95 percent relative compaction. The soil subgrade should be kept moist until it is covered by fill or improvements.

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[6] Relative compaction refers to the in-place dry density of soil expressed as a percentage of the maximum dry density of the same material, as determined by the ASTM D1557 laboratory compaction procedure.

7.1.1 Fill Materials and Compaction Criteria

Fill should consist of on-site soil or imported soil (select fill) that is free of organic matter, contains no rocks or lumps larger than four inches in greatest dimension, and is approved by the Geotechnical Engineer. Imported fill should also have a liquid limit of less than 40 and a plasticity index lower than 15. Samples of proposed imported fill material should be submitted to the Geotechnical Engineer at least three business days prior to use at the site. The grading contractor should provide analytical test results or other suitable environmental documentation indicating the imported fill is free of hazardous materials at least three days before use at the site. If this data is not available, up to two weeks should be allowed to perform analytical testing on the proposed imported material.

Fill should be placed in horizontal lifts not exceeding eight inches in uncompacted thickness, moisture-conditioned to above optimum moisture content, and compacted to at least 90 percent relative compaction. Fill consisting of clean sand or gravel (defined as soil with less than five percent fines by weight) should be compacted to at least 95 percent relative compaction. Fill greater than five feet in thickness or placed within vehicular pavement areas should also be compacted to at least 95 percent relative compaction, and be non-yielding.

7.1.2 Utility Trench Excavations and Backfill

Excavations for utility trenches can be readily made with a backhoe. All trenches should conform to the current CAL-OSHA requirements. All temporary excavations used in construction should be designed, planned, constructed, and maintained by the contractor and should conform to all state and/or federal safety regulations and requirements, including those of CAL-OSHA.

To provide uniform support, pipes or conduits should be bedded on a minimum of four inches of clean sand or fine gravel. After the pipes and conduits are tested, inspected (if required) and approved, they should be covered to a depth of six inches with clean sand or fine gravel, which should be mechanically tamped. Backfill for utility trenches and other excavations is also considered fill, and should be placed and compacted as according to the recommendations

previously presented. If imported clean sand or gravel (defined as soil with less than five percent fines) is used as backfill, it should be compacted to at least 95 percent relative compaction. Jetting of trench backfill should not be permitted. Special care should be taken when backfilling utility trenches in pavement areas. Poor compaction may cause excessive settlements, resulting in damage to the pavement section.

Foundations for the proposed building should be bottomed below an imaginary line extending up at a 1.5:1 (horizontal to vertical) inclination from the base of utility trenches. Alternatively, the portion of the utility trench (excluding bedding) that is below the 1.5:1 line can be backfilled with controlled low strength material (CLSM) with minimum 28-day unconfined compressive strength of 100 pounds per square inch (psi) or Class 2 aggregate base compacted to at least 95 percent relative compaction. If utility trenches are to be excavated below this zone-of-influence line after construction of the building foundations, the trench walls need to be fully supported with shoring until CLSM or Class 2 aggregate base is placed.

7.1.3 Exterior Concrete Flatwork

We recommend a minimum of four inches of Class 2 aggregate base be placed below exterior concrete flatwork, including patio slabs and sidewalks; the aggregate base should extend at least six inches beyond the slab edges where adjacent to landscaping. Concrete flatwork should be at least four inches thick and reinforced with No. 3 bars at 18 inches on center. Class 2 aggregate base beneath exterior slabs-on-grade, such as patios and sidewalks, should be compacted in accordance with the requirements provided above in Section 7.1.1.

7.2 Surface Drainage and Bio-Retention

7.2.1 Surface Drainage

Positive surface drainage should be provided around the building to direct surface water away from the foundations. To reduce the potential for water ponding adjacent to the building, we recommend the ground surface within a horizontal distance of five feet from the building slope down away from the building with a surface gradient of at least two percent in unpaved areas and one percent in paved areas. In addition, roof downspouts should be discharged into controlled

drainage facilities to keep the water away from the foundations. The use of water-intensive landscaping around the perimeter of the building should be avoided to reduce the amount of water introduced to the soil subgrade.

Care should be taken to minimize the potential for subsurface water to collect beneath pavements and pedestrian walkways. Where landscape beds and tree wells are immediately adjacent to pavements and flatwork, we recommend vertical cutoff barriers be incorporated into the design to prevent irrigation water from saturating the subgrade and aggregate base. These barriers may consist of either flexible impermeable membranes or deepened concrete curbs.

7.2.2 Bioswales

The primary concerns with providing bio-retention areas for this project site are: 1) providing suitable support for foundations and curbs constructed near the bio-retention areas, and 2) potential for subsurface water from the bio-retention areas to migrate (and possibly build up) beneath pavements and the proposed building. Consequently, we recommended that bioswales constructed at the site be provided with underdrains and/or drain inlets; and bioswales should be constructed at least five feet from the building. The subdrain pipes should be installed eight inches above the bottom of the infiltration area for treatment areas that are at least five feet away from the new building and pavements. The intent of this recommendation is to allow infiltration into the underlying soil, but to reduce the potential for bio-retention areas to flood during periods of heavy rainfall.

Where bio-retention areas are constructed within five feet of the new building, the side and bottom of treatment area within five fee of the new building should be lined with an impermeable liner. Where bio-retention areas are constructed within five feet of pavements, a four-inch-diameter perforated subdrain pipe should be placed four inches above the base of the treatment area; or the bottom of the treatment area should be lined with an impermeable liner. Where a vertical curb or foundation is constructed near a bio-retention area, the curb and the edge of the foundation should be founded below an imaginary line extending up at an inclination of 1.5:1 (horizontal: vertical) from the base of the bio-retention area.