CITY OF PITTSBURG
AGENDA
OCTOBER 02, 2023

CITY OF PITTSBURG MARINA CENTER
340 MARINA BOULEVARD, PITTSBURG, CA
PLEASE NOTE VENUE CHANGE DUE TO COUNCIL CHAMBER REMODEL

SPECIAL MEETING
5:30 P.M.
PLANNING COMMISSION APPEAL

CLOSED SESSION
6:30 P.M.

REGULAR MEETING
7:00 P.M.

CITY COUNCIL
HOUSING AUTHORITY
PITTSBURG ARTS AND COMMUNITY FOUNDATION
PITTSBURG POWER COMPANY
SOUTHWEST PITTSBURG GEOLOGIC HAZARD ABATEMENT DISTRICT II
SUCCESSOR AGENCY

PRESIDING

Shanelle Scales-Preston, Mayor/Chair
Juan Antonio Banales, Vice- Mayor/Chair
Jelani Killings, Council Member/Board Member
Dionne Adams, Council Member/Board Member
Angelica Lopez, Council Member/Board Member

FOR HOUSING AUTHORITY:
S.L. Floyd, Housing Authority Member
Annie Hill Herring, Housing Authority Member

Pittsburg City Council regular meetings are held the first and third Mondays of each month at 7:00 p.m. The Housing Authority meets in conjunction with the City Council on the third Monday of each month. The Pittsburg City Council meets regularly in the Council Chamber at 65 Civic Avenue, unless otherwise noted above. The City Council also sits as the Board of Directors of several other City agencies. The stipends for all agency members conform to state statutes governing compensation amounts. All other Agencies meet on an as needed basis and will be listed above if applicable. Copies of the open session agenda packets, which are distributed to the City Council, are on file in the office of the City Clerk, 65 Civic Avenue, Pittsburg, California, and are available for public inspection, beginning 72 hours in advance, during normal business hours (8:00 a.m. – 5:00 p.m., Monday through Friday, except from noon to 1:00 p.m. and City holidays). The agenda and reports are also located on the City's website at www.pittsburgca.gov. Additionally, if any reports or documents, which are public records, are distributed to the City Council less than 72 hours before the meeting, those reports and documents will also be available for public inspection in the City Clerk's Office and on the day of the meeting in the Council Chamber at the public counter area below the dais

5:30 PM - SPECIAL MEETING FOR A PLANNING COMMISSION APPEAL

1. Public Hearing on an Appeal of the Planning Commission's Decision to Not Recommend City Council Adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as Proposed, and Approval of the LMK Petro Use Permit and Design Review Applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with Alcoholic Beverage Sales for LMK Petro; Adoption of a City Council Resolution to Adopt an Initial Study and Mitigated Negative Declaration prepared pursuant to the California Environmental Quality Act, adopt a Mitigation Monitoring and Reporting Program, and amend the General Plan; and Introduction and Waive First reading of a City Council Ordinance Amending the Zoning Map for the LMK Petro Project, AP-16-1189 (GP, RZ, UP, DR)

   On December 13, 2022, the Planning Commission adopted Resolution No.10214, not recommending City Council adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as proposed, and approval of the LMK Petro Use Permit and Design Review applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with alcoholic beverage sales for LMK Petro, AP-16-1189 (GP, RZ, UP, DR).,

   On December 22, 2022, LMK Petro Inc., pursuant to PMC 18.18.060, filed an appeal of the Commission's determination.

AUDIENCE REMARKS

The Audience Remarks period is for the public to comment on any items scheduled to be heard during the Closed Session portion of the meeting, if applicable.

6:30 PM - CONVENE IN CLOSED SESSION

2. CITY - CONFERENCE WITH LABOR NEGOTIATORS pursuant to Section 54957.6
   City Designated Representatives: Garrett Evans, Maria Aliotti, Jennifer Brizel and Charles Sakai (Sloan Sakai Yeung and Wong LLP)
   Employee Organizations: Pittsburg Police Officers' Association and Pittsburg Police Managers Group

7:00 PM - CONVENE IN OPEN SESSION FOR REGULAR MEETING

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

PROCLAMATIONS

3. California Clean Air Day

4. National Arts and Humanities Month

5. National Breast Cancer Awareness Month

6. National Filipino American History Month

7. National Italian American Heritage Month

CITY MANAGER REPORTS/REMARKS

The City Manager may make brief announcements or informal comments at this time and brief the Council on items of interest. (No Action Required)

PUBLIC COMMENTS

Members of the audience who wish to address the City Council or Agency Boards on issues that are not scheduled for the agenda and on any items listed as part of the Consent Calendar should complete a Speaker's Card available at the dais. Please read the card carefully in order to fill out the card properly. Submit the completed card to the City Clerk before the item is called, preferably before the meeting begins. Individuals will be given three minutes to address the Council unless additional time is allowed as provided for spokespersons. Prior to speaking, each member of the public shall state their name and business and City of residence in a clear and audible tone of voice. (No Action Required)

COMMITTEE REPORTS

Council Members may make a report on their committee assignments at this time. (see attached list of adhoc committees and other public agencies in which Council members particiapte). (No Action Required)

PUBLIC HEARING

8. Adoption of a City Council Resolution Amending the Master Fee Schedule

   With the identification of new services and activities offered at the Marina and Marina Community Center, staff requests addition of new fees to cover departmental costs of providing said services and activities.

9. Introduction and Waive First Reading of Two Ordinances for the Objective Design Standards 2023 Project: 1) Adding Article XXI to Chapter 18.84 of the Pittsburg Municipal Code; and 2) Amending the Zoning Map for Certain Multi-family Housing and Mixed-use Development Projects to Further Housing Production Consistent with State Law

   This is a public hearing on a City-initiated request for adoption of two ordinances for the Objective Design Standards (ODS) 2023 Project (“Project”): 1) adding article XXI to Chapter 18.84 of the Pittsburg Municipal Code (PMC); and 2) amending the Zoning Map for certain multi-family housing and mixed-use development projects to further housing production consistent with State law. On May 9, 2023, the Planning Commission held a public hearing and unanimously adopted Resolution No. 10229, recommending City Council approval of the Project.

CONSIDERATION

10. Adoption of a City Council Resolution Authorizing the City Manager to Execute a Consultant Agreement with North Star Place Branding and Marketing for Municipal Marketing and Branding Services and Allocating Funding in the Amount of $200,000

    The City proposes to retain the services of North Star Place Branding and Marketing ("North Star") for municipal marketing and branding efforts that focus on driving economic development. This item would also allocate the funding necessary to carry out the proposed scope of work, as well as potential ongoing marketing and branding efforts.

11. Adoption of a Minute Order Authorizing Submittal of an Application for Phase I Distressed Area Recompete Pilot Program Grant Funding from the U.S. Economic Development Administration

    The US Economic Development Administration (EDA) recently launched the Recompete Pilot Program, a program with the goal of investing in economically distressed regions across the United States and address the prime age employment gaps (PAEG) higher than the national average in those areas. The program provides flexibility to invest in construction and non-construction projects that address the PAEG in the region and provide economic revitalization through investment. Specific census tracts in the Pittsburg/Antioch region are qualified areas to receive funds from this program. In light of this opportunity, the City seeks to submit an application as the lead agency for Phase 1 of the program to fund various projects designed to economically enhance our region's industrial, job centered areas.

CONFLICT OF INTEREST STATEMENT

City Council/Agency Members may make any conflict of interest declarations pertaining to Consent Calendar items at this time.

COMBINED CITY COUNCIL, PITTSBURG ARTS AND COMMUNITY FOUNDATION, PITTSBURG POWER COMPANY, SUCCESSOR AGENCY AND SOUTHWEST PITTSBURG GHAD II CONSENT CALENDAR

12. Minutes of September 18, 2023

13. Adoption of a City Council Resolution Accepting Project 3115, Stoneman Avenue Safety Improvements as Complete and Authorizing the City Engineer to File a Notice of Completion

    Project 3115, Stoneman Avenue Safety Improvements ("the Project") constructed HAWK (High Intensity Activated Crosswalk) beacons at three intersections, added an additional two radar speed feedback signs along Stoneman Avenue, and performed other striping and signage safety improvements. This resolution will accept the construction contract as complete and authorize the City Engineer to file a Notice of Completion.

14. Adoption of a City Council Resolution Accepting the Plans and Specifications and Awarding Project 3333—California Theater Marquee Sign

    Project 3333 California Theater Marquee Sign ("the Project") is for the removal of the existing marquee sign and installation of a new digital marquee sign at the California Theater. If adopted, this resolution will accept the project plans and specifications and authorize the City Manager to award a construction contract to Square Signs LLC.

15. Adoption of a City Council Resolution Authorizing Execution of the First Amendment to the Agreement with Western States Oil for Renewable Diesel

    The City requires diesel fuel for vehicles and equipment to maintain operations and provide service to the public. The existing contract for unleaded fuel and bulk renewable diesel expired on September 30, 2023. If approved, the resolution will authorize a one-year extension to the Agreement with Western States Oil without changes to current contract pricing or terms.

16. Adoption of a City Council Resolution Authorizing the City Manager to Negotiate and Execute a General Services Agreement with Siteworks Construction, Inc. for Project 3025 Kirker Creek Storm Canal

    In the winter storms of January 2023, a 96-inch corrugated metal culvert on private property on Harbor St. collapsed causing a sinkhole. The resulting back up of Kirker Creek resulted in flooding on private and public property. If approved, the resolution would authorize the negotiation and execution of an agreement with Siteworks Construction, Inc. to remove sediment, debris, undergrowth, and obstructions from the culvert.

17. Adoption of a City Council Resolution to Authorize a Fourth Amendment to the Employment Agreement for the City Attorney

    On July 17, 2018, the City Council approved the appointment of Donna Mooney as City Attorney and authorized an employment agreement. On August 21, 2023 the City Council directed staff to bring to open session for consideration an amendment to the employment agreement to revise Section 5, Compensation of the Agreement to include, effective September 3, 2023, a Four Percent (4%) cost of living adjustment (COLA) will be added to base salary; and effective the first pay period in September 2024, a Four Percent (4%) COLA, will be added to base salary.

18. Adoption of a City Council Resolution to Authorize a Fifth Amendment to the Employment Agreement for the City Manager

    On February 4, 2019, the City Council approved the appointment of Garrett Evans as City Manager and authorized an Employment Agreement. On September 18, 2023, the City Council directed staff to bring to open session for consideration an amendment to the Employment Agreement to increase the salary by Four Percent (4%), effective February 5, 2023 and Four Percent (4%), effective the first pay period in February 2024. Additional Agreement term amendments include

Deferred Compensation or 401(a) contribution amounts of $12,500 for 2023 and 2024.

19. Adoption of a Pittsburg Power Company Resolution Adopting the 2022 Power Content Label to the California Energy Commission

The Pittsburg Power Company (PPC), in compliance with the State law (Public Utilities Code 398.1(b)), is disclosing both the power sources portfolio information and comparison to California's total system power mix on an annual Power Content Label (PCL). For public agencies submitting board resolutions as attestation, in lieu of a requirement to provide a report from an auditor, the Board of Directors must attest to and adopt the PCL.

COUNCIL REQUEST FOR FUTURE AGENDA ITEMS

Council Members may request items to be considered for future agendas. An item will only be brought forward with a majority vote and will appear on a future agenda with staff recommendations for further Council consideration.

COUNCIL MEMBER REMARKS

Council Members may make brief announcements or informal comments at this time. (No Action Required)

ADJOURNMENT TO OCTOBER 16, 2023

NOTICE TO PUBLIC

GENERAL INFORMATION

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SPEAKER'S CARD

Members of the audience who wish to address the City Council on issues that are not scheduled for the agenda and on any items listed as part of the agenda should complete a Speaker's Card available at the dais. Please read the card carefully in order to fill out the card properly. Submit the completed card to the City Clerk before the item is called, preferably before the meeting begins. Individuals will be given up to three minutes to address the Council unless additional time is allowed as provided for spokespersons. Speakers are not permitted to yield their time to another speaker. Prior to speaking, each member of the public shall state their name and business and City of residence in a clear and audible tone of voice. Pursuant to the Brown Act, no action may be taken by the City Council on items not already scheduled on the agenda; however, the City Council may refer your comments/concerns to staff or request that the item be placed on a future agenda.

PUBLIC HEARINGS

Persons who wish to speak on Public Hearings listed on the agenda will be heard when the Public Hearing is opened, except on Public Hearing items previously heard and closed to public comment. After the public has commented, the item is closed to public comment and brought to the Council/Agency level for discussion and action. Further comment from the audience will not be received unless requested by the Council/Agency.

There is a 90-day limit for the filing of a challenge in the Superior Court to certain City administrative decisions and orders which require a hearing by law, the receipt of evidence, and the exercise of discretion. The 90-day limit begins on the date the decision is final (Code of Civil Procedure Section 1094.6). Further, if you challenge an action taken by the City Council in court, you may be limited, by California law, including but not limited to Government Code Section 65009, to raising only those issues you or someone else raised in the public hearing, or in written correspondence delivered to the City Council prior to or at the public hearing. The City Council may be requested to reconsider a decision if the request is made prior to the next City Council meeting, regardless of whether it is a regular or special meeting.

NOTICE TO THE DISABLED AND VISUALLY OR HEARING IMPAIRED

In compliance with the Americans with Disabilities Act, the City of Pittsburg will provide special assistance for disabled residents. Upon request, an agenda for any meeting shall be made available in appropriate alternative formats. The Council Chamber is equipped with sound amplifier units for use by the hearing impaired. The units operate in conjunction with the Chamber's sound system. You may request the sound amplifier from the City Clerk for personal use during Council meetings. If you need special assistance to participate in this meeting, or are requesting a specially formatted agenda, please contact the City Clerk at (925) 252-4850. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting or provide the requested agenda format. (28 CFR 35.102-35.104 ADA Title II)

DISRUPTIVE CONDUCT

The Council requests that you observe the order and decorum of our Council Chamber by turning off or setting to vibrate all cellular telephones and electronic devices, and that you refrain from making personal, impertinent, or slanderous remarks. Boisterous and disruptive behavior while the Council is in session, and the display of signs in a manner which violates the rights of others or prevents others from watching or fully participating in the Council meeting, is a violation of our Municipal Code and any person who engages in such conduct can be ordered to leave the Council Chamber by the Mayor.

LIVE MEDIA BROADCASTING ADVISEMENT

City Council meetings are webcast live on the City's website at www.pittsburgca.gov on the Agendas and Live Meetings page. Past meetings and approved minutes are also archived on that webpage. Watch the live meeting via the City's webcast (www.pittsburgca.gov - Agendas and Live Meetings), on Comcast Channel 24 Delta TV, AT&T U-Verse Channel 99 Delta TV. Contact the City Clerk's office at (925) 252-4850 for more information

City Council Outside Agency / Liaison / Sub-Committees Assignments - 2023

Updated July 17, 2023

OUTSIDE AGENCY BOARDS	COUNCIL MEMBER(S)	TYPE	MEETS	TIME	STAFF
ABAG	Shanelle Scales-Preston / Jelani Killings Alt.	Standing	Annual		G. Evans
Delta Diablo*	Juan Banales / Shanelle Scales-Preston Alt.	Standing	2nd Wednesday	4:30 pm	J. Samuelson
East Co. Co. County Habitat Conservancy	Juan Banales / Jelani Killings Alt.	Standing	4th Monday Bi-Monthly	2:00 pm	J. Davis
East County Water Management	Juan Banales / Jelani Killings Alt.	Standing	Annual		J. Samuelson
MCE Clean Energy Board	Shanelle Scales-Preston / Angelica Lopez Alt.	Standing	Quarterly	7:00 pm	D. Buchanan
TRANSPLAN / ECCRFFA	Shanelle Scales-Preston / Juan Banales Alt.	Standing	2nd Thursday	6:30 pm	J. Samuelson
Tri-Delta Transit (2 reps)**	S. Scales-Preston & Dionne Adams / Jelani Killings Alt.	Standing	Last Wednesday	4:00 pm	J. Samuelson

LIAISON TO	COUNCIL MEMBER(S)	TYPE	MEETS	TIME	STAFF
East Bay League of Calif. Cities	Shanelle Scales-Preston / Jelani Killings Alt.	Standing	3rd Thursday		G. Evans
Los Medanos Health Advisory Committee	Shanelle Scales-Preston & Jelani Killings	Ad Hoc	As needed		M. Aliotti
Mayor's Conference	Shanelle Scales-Preston / Juan Banales Alt.	Standing	1st Thursday	6:30 pm	G. Evans
School Districts Committee (2x2)	Jelani Killings & Angelica Lopez / Dionne Adams Alt.	Standing	2nd Thursday Quarterly	4:00 pm	M. Aliotti
Pittsburg Police Activities League (PAL)	Shanelle Scales-Preston & Angelica Lopez / Dionne Adams Alt.	Standing	Monthly		S. Albanese

SUBCOMMITTEES	COUNCIL MEMBER(S)	TYPE	MEETS	TIME	STAFF
Community and Economic Development	Jelani Killings & Angelica Lopez / Juan Banales Alt.	Standing	As needed		J. Davis
Finance Management	Shanelle Scales-Preston & Juan Banales / Jelani Killings Alt.	Standing	As needed		P. Rodrigues
Government Performance	Juan Banales & Jelani Killings	Ad Hoc	As needed		J. Brizel
Infrastructure and Transportation	Juan Banales & Dionne Adams / Angelica Lopez Alt.	Standing	As needed		J. Samuelson
Life Enrichment	Dionne Adams & Angelica Lopez / Shanelle Scales-Preston Alt.	Standing	As needed		K. Simonton
Public Safety	Shanelle Scales-Preston & Jelani Killings / Dionne Adams Alt.	Standing	As needed		S. Albanese
Tobacco, Cannabis, Alcohol Policy Review	Shanelle Scales-Preston & Jelani Killings	Ad Hoc	As needed		G. Evans

*Stipend of $170 per month
**Stipend of $100 per month

Office of the City Manager
65 Civic Avenue
Pittsburg, CA 94565

MEMO: October 2, 2023

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

RE: Public Hearing on an Appeal of the Planning Commission's Decision to Not Recommend City Council Adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as Proposed, and Approval of the LMK Petro Use Permit and Design Review Applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with Alcoholic Beverage Sales for LMK Petro; Adoption of a City Council Resolution to Adopt an Initial Study and Mitigated Negative Declaration prepared pursuant to the California Environmental Quality Act, adopt a Mitigation Monitoring and Reporting Program, and amend the General Plan; and Introduction and Waive First reading of a City Council Ordinance Amending the Zoning Map for the LMK Petro Project, AP-16-1189 (GP, RZ, UP, DR)

EXECUTIVE SUMMARY

On December 13, 2022, the Planning Commission adopted Resolution No.10214, not recommending City Council adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as proposed, and approval of the LMK Petro Use Permit and Design Review applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with alcoholic beverage sales for "LMK Petro, AP-16-1189 (GP, RZ, UP, DR)."

On December 22, 2022, LMK Petro Inc., pursuant to PMC 18.18.060, filed an appeal of the Commission's determination.

FISCAL IMPACT

There is no fiscal impact associated with the recommended action. All on-site project improvements and upgrades to the existing facilities will be borne by the project applicant.

RECOMMENDATION

Staff recommends the City Council open the de novo appeal hearing, take comment from the appellant (project applicant) and the public, close the appeal hearing, and then take the following actions for the LMK Petro Project, in the order shown below:

1. City Council move to adopt the attached resolutions:
    a. Adopt an Initial Study and Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and
    b. Grant the appeal and approve General Plan Map and Zoning Map Amendment, as proposed, and approve the LMK Petro Use Permit and Design Review Applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with Alcoholic Beverage Sales.
2. City Council introduce, waive further reading and pass to second reading the attached ordinance:
    a. Amend the zoning designation for the site from RS-6 to CC.

BACKGROUND

The project site was originally developed in 1970 as the Burgess Nursery and Garden Center, which included rezoning of the 5-acre parcel to Neighborhood Commercial. As part of the City's 1990 Comprehensive Zoning Update the site was rezoned to its current zoning of RS-6.

On September 15, 2016, Shashi Sharma, on behalf of LMK Petro, filed Planning Application No. 16-1189, requesting approval of: 1) a General Plan amendment; 2) a zoning map amendment; 3) Use Permit to establish a convenience market and drive-through car wash; and 4) Design Review to construct the new development. The project has undergone several reviews by staff and was also presented to the Planning Commission at various study sessions.

On December 13, 2022, the Planning Commission held a duly noticed public meeting on the proposed project, considered testimony, and voted 4-1-1 to adopt Resolution No. 10214 and not recommend to the City Council the adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as proposed, and approval of the LMK Petro Use Permit and Design Review applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with alcoholic beverage sales for "LMK Petro, AP-16-1189 (GP, RZ, UP, DR)."

SUBCOMMITTEE FINDINGS

This item was not presented to a subcommittee.

STAFF ANALYSIS

Proposed Project

The proposed project includes the removal of two existing buildings, site grading, and construction of three new structures, consisting of a mini-mart, an automotive fueling station with canopy, and a car wash.

To facilitate the proposed improvements the project applicant has applied for a General Plan amendment, Zoning Map amendment, Use Permit and Design Review to construct a new gas station with ancillary uses including a Convenience Store, and a Car Wash on a five-acre parcel located at 1625 Buchanan Road (Assessor's Parcel No. 088-030-021).

The gas station is proposed to have a 4,253 sq. ft. fuel canopy over a four-island gas pumps serving eight cars, a 3,850 sq. ft. convenience store with a deli and ABC license to sell alcohol, and a 2,800 sq. ft. car wash facility. An Initial Study / Mitigated Negative Declaration (IS/MND) to address California Environmental Quality Act (CEQA) requirements has been prepared for the proposed project and has been circulated for public review and comments.

GENERAL PLAN/CODE COMPLIANCE:

General Plan Amendment: The project site is located in the Buchanan Planning Subarea of the General Plan and is designated Low Density Residential; however, a general plan amendment has been requested to reclassify the site as Community Commercial.

Rezoning Request: The site is currently located within the RS-6 Zoning District; however, the applicant has also requested a rezoning to the CN (Neighborhood Commercial) District.

With the new General Plan classification and zoning proposed, the proposed development project would require a Use Permit and Design Review approval prior to establishment of the use on site.

Pursuant to Pittsburg Municipal Code section 18.48.030, the Planning Commission shall include written findings to support or not support any recommendation it makes to the City Council to amend the Zoning Map.

On December 13, 2022, the Planning Commission voted to not support the proposed General Plan Map and Zoning Map amendments. Specifically, the Planning Commission was unable to make the following Zoning Map Amendments finding below:

- **The change proposed is consistent with the objectives, policies, general land uses and programs specified in the General Plan and applicable specific plan and a community need is demonstrated for the project.**

The Planning Commission determined this finding could not be made because the project area is predominantly developed with residential uses and the proposed project would be incompatible with the surrounding land uses. Rezoning the site from residential to commercial would not be consistent with the character of the existing community.

Required Findings – General Plan Map Amendment: Under Government Code section 65358, the legislative body (City Council) of a local government agency may amend its general plan, in whole or in part, if it finds that the amendment would be in the public interest. No more than four general plan amendments to each required element may be adopted within one calendar year. For the calendar year 2022, the City Council has adopted one amendment to the General Plan Land Use Element.

California Government Code and Pittsburg Municipal Code (PMC) identify the Planning Commission as the advisory body to the City Council on amendments to the general plan. Government Code section 65353(a) requires that the Commission conduct at least one public hearing prior to making its recommendation on a proposed general plan amendment.

Required Findings – Zoning Map Amendment: PMC section 18.16.020 identifies the Planning Commission as the advisory body to the City Council on proposed changes to the zoning map, and PMC 18.48.030 requires that the Commission determine, prior to making its recommendation, whether or not:

A. the change proposed is consistent with the objectives, policies, general land uses and programs specified in the General Plan and applicable specific plan;

B. a community need is demonstrated for the change proposed; and

C. its adoption would be in conformity with public convenience, general welfare, and good zoning practice.

Required Findings - Use Permit: In accordance with PMC section 18.16.040, a use permit may be granted only if the Planning Commission can make findings that the proposed use:

A. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;

B. is not detrimental to the health, safety, and general welfare of the City;

C. will not adversely affect the orderly development of property within the City;

D. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City;

E. is consistent with the objectives, policies, general land uses and programs specified in the general plan and applicable specific plan;

F. will not create a nuisance or enforcement problem within the neighborhood;

G. will not encourage marginal development within the neighborhood;

H. will not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law; and

I. is consistent with the City's approved funding priorities.

Required Findings – Design Review: In order to recommend design review approval to the City Council (pursuant to the direction of PMC 18.36.230), the Commission must determine, in accordance with PMC section 18.36.220.B, that:

A. the structure conforms with good taste, good design and in general contributes to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality;

B. the structure would be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable;

C. the exterior design and appearance of the structure is not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value;

D. the structure is in harmony with proposed developments on land in the general area; and

E. the application conforms with the criteria set forth in any applicable City adopted Design Guidelines.

Neighborhood Opposition

Prior to the December 13, 2022, Planning Commission hearing staff received one letter and an email of opposition from an adjacent neighbor in opposition to the project. At the December 13, 2022, Planning Commission hearing, the neighbor shared their concerns with the Commission citing potential nuisances associated with the proposed use.

ANALYSIS:

In order for the Council to uphold the appeal by the applicant and approve the proposed General Plan Amendment, Rezoning, Use Permit and Design Review applications key findings listed above must be made in the affirmative.

For reference, the adopted summary minutes of the Planning Commission meeting are included as an attachment to this staff report. In view of the 4-1-1 decision not to recommend approval of the project, staff believes that all the findings for consistency with the General Plan and compatibility with surrounding land uses can be made in the affirmative as presented in the December 13, 2022, staff report and proposed Resolution.

As described in the Analysis section of the attached staff report and staff's findings in the proposed Resolution, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, other applicable local and State regulations, in addition to the mitigation measures and conditions of approval included herein. Additionally, the approval of the project would improve the project area by developing the lot with a well-designed building and updated parking lot and landscaping. Also, the new landscaping along the Buchanan Road frontage area would enhance the appearance of the site and would improve the visual aesthetics for the project area if approved.

Traffic

The project site has direct frontage onto a major arterial roadway and according to the Traffic Impact Analysis (TIA) prepared for the proposed project the majority of the intersections within the project vicinity are signalized and equipped with countdown pedestrian signal heads. In addition, sidewalks are provided along the roadways in the project area where land uses have been developed adjacent to the roadway. As such, sidewalks and crosswalks are found along virtually all local roadways in the project area. The proposed project would include additional sidewalks on the east side of Buchanan Road along the project frontage.

Therefore, adequate pedestrian facilities exist within the project area to accommodate any pedestrian traffic generated from implementation of the proposed project, also the approval of the project would improve the project area by developing the lot with a well-designed building and updated parking lot and landscaping.

Moreover, the proposed project would not conflict with a program, plan, ordinance, or policy addressing pedestrian facilities or site design standards within the City. As such, with the attached conditions approval and design review guidelines for the project it would support the Zoning Map amendment finding that the change proposed is consistent with the objectives, policies, general land uses and programs specified in the General Plan and applicable specific plan and a community need is demonstrated for the project.

Noise

Based on the operation of the proposed project it was determined that it would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan and Municipal Code. However, given the noise levels generated by standard construction equipment, the proposed project could result in a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan and Municipal Code during project construction. Thus, a potentially significant impact could occur.

Implementation of the following mitigation measures would reduce the above potential impact to a less-than-significant level. To the maximum extent practical, as determined by the City of Pittsburg Planning Division, the following measures shall be implemented during project construction:

- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition;
- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, State, or local agency shall comply with such regulations while in the course of project construction;
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible;
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors;
- Project area and site access road speed limits shall be established and enforced during the construction period; and

- Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

The above requirements shall be included via notation on project grading plans, subject to review and approval by the City of Pittsburg Community Development Department

ABC Licensing

The project applicant has applied for licensing through the Department of Alcoholic Beverage Control (ABC) for a Type 21 as discussed below:

Type 21: A Type 21 License is issued to retail stores. This license authorizes the sale of beer, wine, and distilled spirits for consumption off the premises where sold. Minors are allowed on the premises.

Business Operations

The applicant has indicated to staff that he is willing to add the following additional conditions of approval to ensure that the day-to day operations are harmonious with the adjacent land uses and not become a nuisance, by reducing the hours of operation for the car wash to 7:00 a.m. to 7:00 p.m. and reducing the hours of alcoholic beverage sales from 6:00 a.m. to 2:00 a.m., to begin at 9:00 a.m. and end at 11:00 p.m. The applicant will also be providing additional safety measures to the site, maintaining a surveillance camera system that will operate 24 hours a day and will provide Pittsburg Police Department access to video surveillance immediately upon request as related to criminal activity, monitoring a live feed of the camera system, post signage prohibiting loitering and the consumption of alcoholic beverages on site, installing height tape next to the exit, and will provide additional public safety measures if determined necessary by the Chief of Police. Therefore, with these conditions of approval the proposed project would ensure that it is compatible with the surrounding land uses. The applicant will also implement a “no tolerance” policy toward loitering on the premises.

Based on the analysis above and included in the attachments to this staff report, staff believes that the City Council can make all of the findings necessary to approve the project as it was presented to the Planning Commission.

Environmental: The proposed project is subject to the California Environmental Quality Act (CEQA), and the State CEQA Guidelines (Public Resources Code section 21080). Pursuant to the provisions of the State CEQA Guidelines, an Initial Study was prepared for the Project. Based on the analysis in the study, the Planning Manager determined that potentially significant effects of the project could be lessened through specified mitigations, and subsequently, a draft Mitigated Negative Declaration (MND) was prepared.

On October 24, 2022, a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was distributed to the public for a 30-day review, in accordance with CEQA Guidelines section 15105(b). Public distribution of the NOI consisted of delivery to the County Clerk’s Office, posting on the City’s website, and (also on November 10, 2022) direct mailing to all interested parties and owners/occupants of the properties directly contiguous with the Project, in accordance with CEQA Guidelines section 15072.

Public Notice: On or prior to September 22, 2023, in accordance with Government Code sections 65090 and 65091, and PMC section 18.14.020, a "Notice of Public Hearing," for the October 2, 2023, public hearing on this item was posted at City Hall; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies whose services might be affected by this project, and to individuals who had previously filed written request for such notice. On September 22, 2023, the notice was published in the East County Times; The notice was also posted on www.nextdoor.com ("Nextdoor") and was sent directly to all subscribed residents in the "Diamond Hillside", "Los Medanos", "Mosic Apartments" and the "Ventura" neighborhoods.

ATTACHMENTS:

1. Proposed Resolution Approving LMK Petro Project
    a. Exhibit A – Initial Study/Mitigated Negative Declaration
    b. Exhibit B – Mitigation Monitoring and Reporting Program
    c. Exhibit C – General Plan Map Amendment
2. Ordinance
    a. Exhibit D- Zoning Map Amendment
3. Project Plans
4. Existing Conditions Photos
5. Map of Surrounding Land Uses
6. General Plan Consistency Table
7. DRDG Consistency Table
8. Development Standard Consistency Table
9. Notice of Public Hearing/Vicinity Map
10. Planning Commission Staff Report dated December 13, 2022
11. Planning Commission Resolution No. 10214
12. Planning Commission Minutes December 13, 2022

Report Prepared By: Maurice Brehyah-Addow, Senior Planner

City of Pittsburg
Planning Division

LMK Petro Convenience Store, Gas Station, and Car Wash Project

Initial Study

October 2022

RANEY PLANNING & MANAGEMENT, INC. 20 years
1501 Sports Drive, Suite A, • Sacramento • CA • 95834
Office 916.372.6100 • Fax 916.419.610

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APPENDICES:

Appendix A: CalEEMod, AERMOD, and HARP 2 RAST Modeling Results
Appendix B: Arborist Report
Appendix C: Geotechnical Engineering Investigation
Appendix D: Phase I Environmental Site Assessment
Appendix E: Preliminary Stormwater Control Plan
Appendix F: Spectral Sound Measurements Summary Report
Appendix G: Traffic Impact Analysis Report
Appendix H: Mitigation, Monitoring, and Reporting Program

INITIAL STUDY

October 2022

A. PROJECT SUMMARY

1. Project Title: LMK Petro Convenience Store, Gas Station, and Car Wash Project

2. Lead Agency Name and Address: City of Pittsburg
Planning Division
65 Civic Avenue
Pittsburg, CA 94565

3. Contact Person and Phone Number: Maurice Brenyah-Addow
Senior Planner
(925) 252-4261

4. Project Location: 1625 Buchanan Road
Pittsburg, California, 94565
APN: 088-030-021

5. Project Sponsor's Name and Address: Shashi Sharma
1346 Blaney Avenue
San Jose, California, 95129

6. Existing General Plan Designation: Low Density Residential (LDR)

7. Existing Zoning Designation: Residential Single-Family 6,000 square foot minimum lot size (RS-6)

8. Proposed General Plan Designation: Community Commercial (CC)

9. Proposed Zoning Designation: Neighborhood Commercial District (CN)

10. Required Approvals from Other Public Agencies: None

11. Surrounding Land Uses and Setting:

The project site consists of a five-acre parcel located at 1625 Buchanan Road, approximately 300 feet east of Ventura Drive, south of the Contra Costa Canal, and west of Meadows Avenue, in the City of Pittsburg, California. The project site is currently developed with two deteriorated structures from the former Ralph Burgess Nursery, constructed in 1970, are located on the south-central portion of the site and a cellular tower located within the southern portion of the site. Surrounding existing land uses include Highlands Ranch Park to the south, a drainage canal and single-family residences to the east, the Contra Costa Canal parcel to the north, and single-family residences further north, as well as to the west. The City of Pittsburg General Plan designates the site as Low Density Residential (LDR) and the site is zoned Residential Single-Family 6,000 Square Foot (sq. ft.) Minimum Lot Size (RS-6).

12. Project Description Summary:

    The LMK Petro Convenience Store, Gas Station, and Car Wash Project (proposed project) would include the development of a 3,850 sq. ft. convenience store with a deli, a 2,800 sq. ft. car wash building, and a 4,253 sq. ft. fuel canopy for a four-island gas station serving eight cars on the southeast portion of the project site. In addition, the project would include 22 off-street parking spaces, and landscaping throughout the site. The proposed project would include a General Plan Amendment (GPA) to change the site's land use designation from Low Density Residential (LDR) to Community Commercial (CC); a Rezone from Residential Single-Family 6,000 Square Foot (sq. ft.) Minimum Lot Size (RS-6) to Neighborhood Commercial (CN); a Use Permit to allow for the operation of a gas station with a convenience store, and car wash as accessory uses on the project site; and Design Review.

13. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1.

    In compliance with Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1), project notification letters were distributed to the Amah Mutsun Tribal Band of Mission San Juan Bautista, Confederated Villages of Lisjan, Guidiville Indian Rancheria, Indian Canyon Mutsun Band of Costanoan, Muwekma Ohlo North Valley Yokuts Tribene Indian Tribe of the San Francisco Bay Area, Ohlone Indian Tribe, and Wilton Rancheria on May 12, 2021. On May 26, 2021, the Confederated Villages of Lisjan requested the Northwest Information Center (NWIC) cultural resource records search results and Native American Heritage Commission (NAHC) Sacred Lands File results, which were provided to the Tribe. Additional requests to consult were not received within the required response period.

B. SOURCES

The following documents are referenced information sources used for the purposes of this Initial Study:

1. Aerodry Systems, LLC. *Aerodry – Spectral Sound Measurements (DLAA #16-131) Summary Report.* August 11, 2016.
2. Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.
3. Bay Area Air Quality Management District. *California Environmental Quality Act Guidelines Update: Proposed Thresholds of Significance*. December 7, 2009.
4. Bay Area Air Quality Management District. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May 2012.
5. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. Available at: https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/2030sp_pp_final.pdf. Accessed March 2022.
6. California Air Resources Board. *User Manual for the Hotspots Analysis and Reporting Program Health Risk Assessment Standalone Tool, Version 2*. March 17, 2015.
7. California Building Standards Commission. *California Green Building Standards Code*. Available at: https://www.dgs.ca.gov/BSC/CALGreen. Accessed March 2022.
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9. California Department of Forestry and Fire Protection. *FHSZ Viewer.* Available at: https://egis.fire.ca.gov/FHSZ/. Accessed March 2022.
10. California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Available at: https://www.envirostor.dtsc.ca.gov/public/ Accessed March 2022.
11. California Department of Transportation. *California Scenic Highway Mapping System*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed March 2022.
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15. City of Pittsburg. *City of Pittsburg 2020 Urban Water Management Plan Final Draft*. July 2021.
16. City of Pittsburg. *Pittsburg 2020: A Vision for the 21st Century City of Pittsburg General Plan.* January 2001.
17. City of Pittsburg. *Pittsburg Municipal Code.* January 22, 2019.
18. Contra Costa County Fire Protection District. *Station Address.* Available at: https://www.cccfpd.org/station-address. Accessed March 2022.
19. Contra Costa Water District. *2020 Urban Water Management Plan*. June 2021.
20. Delta Diablo Sanitation District. *Sewer System Management Plan*. October 10, 2018.
21. Delta Diablo Sanitation District. *Transforming Wastewater to Resources*. Available at: https://www.deltadiablo.org/about-us. Accessed March 2022.
22. dk Consulting. *Preliminary Stormwater Control Plan for C-Store/Gas Station Car Wash Pittsburg, California.* December 20, 2018.
23. East Contra Costa County Conservancy. *Figure 9-1: Development Fee Zones*. Accessible at: https://www.cocohcp.org/DocumentCenter/View/782/Figure-9-1-Development-Fee-Zones-PDF. Accessed March 2022.
24. East Contra Costa County Conservancy. *Final East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan, Chapter 3 Physical and Biological Resources* [p. 3-25]. Updated December 19, 2006.
25. East Contra Costa County Habitat Conservation Plan Association. *Final East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan.* October 2006.
26. Federal Emergency Management Agency. *Flood Insurance Rate Map 06013C0326F.* Effective June 16, 2009.
27. Flores, Areana, Bay Area Air Quality Management District. Personal communication [phone], Jacob Byrne, Senior Associate/Air Quality Technician, Raney Planning & Management. September 17, 2019.
28. Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.
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30. Krazan & Associates, Inc. *Geotechnical Engineering Investigation Proposed Convenience Store, Gas Station, and Car Wash 1625 S. Buchanan Pittsburg, California.* June 5, 2017.
31. Krazan & Associates, Inc. *Phase I Environmental Site Assessment.* March 3, 2022.
32. Native American Heritage Commission. *1625 Buchanan Rd, Pittsburg, CA 94565 Project, Contra Costa County.* June 28, 2022.

33. Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.
34. San Joaquin Valley Air Pollution Control District. *Guidance for Air Dispersion Modeling*. August 2006.
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36. TJKM. *Final Traffic Impact Analysis Report: LMK Petro at 1625 Buchanan Road*. August 18, 2017.
37. Trees, Bugs, Dirt Landscaping Consulting and Training. *Arborist Report 625 Buchanan Road, Pittsburg CA – LMK Gas Station.* October 4, 2022
38. U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model – AERMOD*. September 2004.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ **Aesthetics**	☐ **Agriculture and Forest Resources**	☐ **Air Quality**
✖ **Biological Resources**	✖ **Cultural Resources**	☐ **Energy**
✖ **Geology and Soils**	☐ **Greenhouse Gas Emissions**	✖ **Hazards and Hazardous Materials**
✖ **Hydrology and Water Quality**	☐ **Land Use and Planning**	☐ **Mineral Resources**
☐ **Noise**	☐ **Population and Housing**	☐ **Public Services**
☐ **Recreation**	☐ **Transportation**	✖ **Tribal Cultural Resources**
☐ **Utilities and Service Systems**	☐ **Wildfire**	✖ **Mandatory Findings of Significance**

D. DETERMINATION

On the basis of this initial study:

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

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

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

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

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

MauriceBaddow
Signature

10/24/2022
Date

Maurice Brenyah-Addow, Senior Planner
Printed Name

City of Pittsburg
For

E. BACKGROUND AND INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document are organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures sufficient to reduce the impacts to less-than-significant levels are prescribed. The mitigation measures prescribed for environmental effects described in this IS/MND would be implemented in conjunction with the proposed project, as required by CEQA. The mitigation measures would be incorporated into the proposed project through project conditions of approval. The City would adopt findings and a Mitigation Monitoring/Reporting Program for the proposed project in conjunction with project approval.

In January of 2001, the City of Pittsburg adopted a comprehensive update to the City's General Plan[1] and certified an associated Environmental Impact Report (EIR).[2] The City's current General Plan set forth a policy framework to guide the City's long-term growth and development through the year 2020. The City is currently in the process of updating the the General Plan so the document can continue to provide critical guidance for development in the City through the year 2040; however, the General Plan Update has not yet been completed. Thus, the current General Plan, adopted in 2001, is still considered the relevant document for the purposes of the analysis included in this IS/MND. Applicable portions of the General Plan and General Plan EIR are incorporated by reference, as necessary, as part of this IS/MND. The General Plan EIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.). The General Plan EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan.

Project-specific technical reports have been prepared for the proposed project and form the basis of several technical sections of this IS/MND. All technical reports used in the preparation of this IS/MND are attached as appendices, and/or available upon request at the City of Pittsburg Planning Division.

F. PROJECT DESCRIPTION

The following section provides a comprehensive description of the proposed project in accordance with CEQA Guidelines.

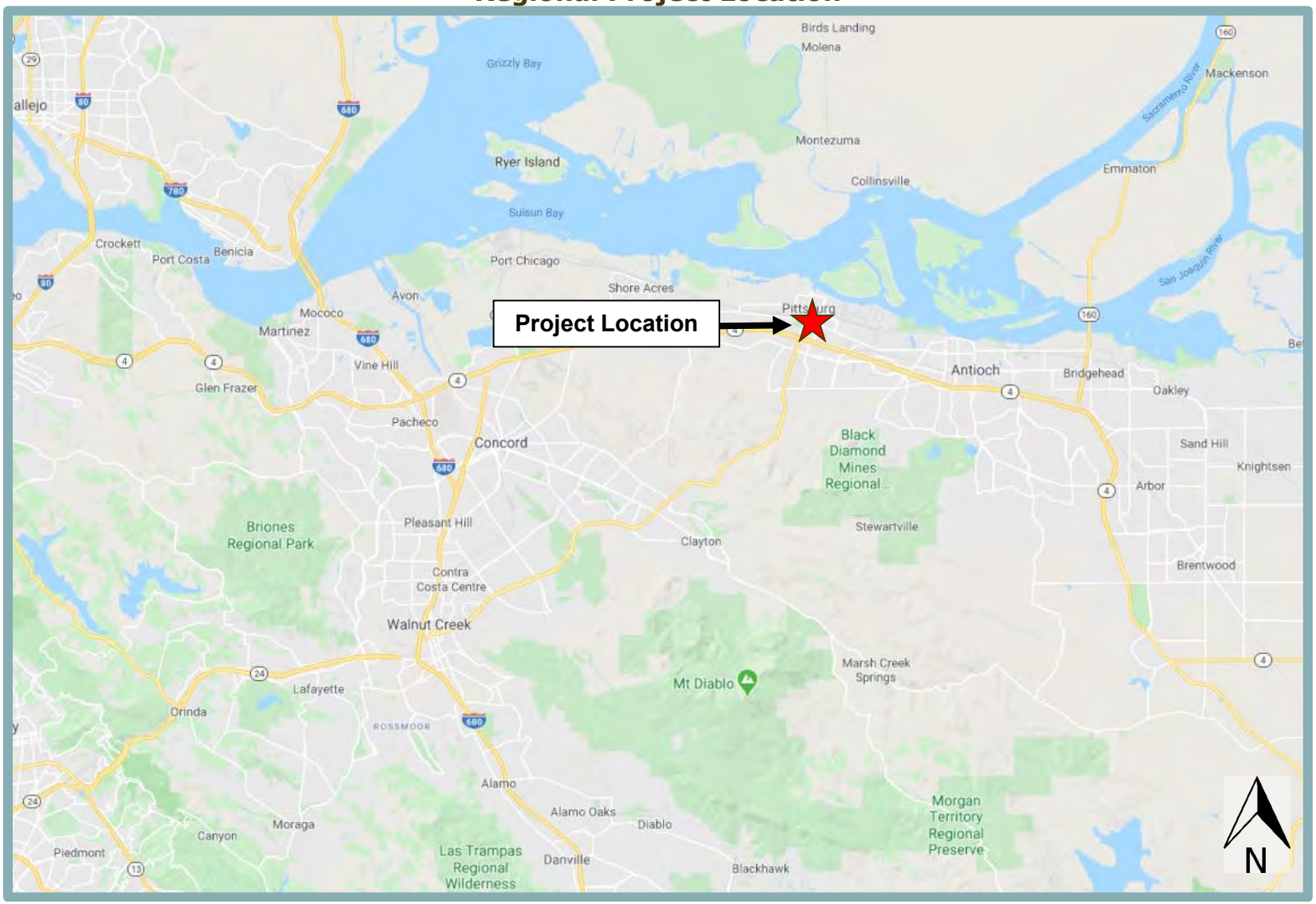
Project Location and Setting

The project site is located on a five-acre parcel at 1625 Buchanan Road, approximately 300 feet east of Ventura Drive, south of the Contra Costa Canal, and west of Meadows Avenue, in the City of Pittsburg, California (see Figure 1). Two deteriorated structures from the former Ralph Burgess Nursery, constructed in 1970, currently exist on the south-central portion of the site. The structures are each 1,200 sq. ft. and are located under a shared roof. A cellular tower is located within the southern portion of the site, and an approximately 18- to 22-foot-deep excavation exists on the northern portion of the site. The City of Pittsburg General Plan designates the site as LDR, and the site is zoned RS-6. The site has been previously disturbed, and has supported several commercial businesses since 2011.

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1 City of Pittsburg. *Pittsburg 2020: A Vision for the 21st Century City of Pittsburg General Plan.* January 2001.
2 City of Pittsburg. *Pittsburg 2020: A Vision for the 21st Century City of Pittsburg General Plan Environmental Impact Report.* January 2001.

Figure 1
Regional Project Location



Surrounding land uses include Highlands Ranch Park to the south, single-family homes to the north, south, east, and west, and RV and boat storage to the southwest. The Contra Costa Canal parcel, which contains an underground canal, extends along the northern site boundary, and separates the project site from the single-family homes north of the canal (see Figure 2).

Project Components

The proposed project would include the development of a 3,850 sq. ft. convenience store with a deli, a 2,800 sq. ft. car wash building, and a 4,253 sq. ft. fuel canopy for a four-island gas station serving eight cars on the southeast portion of the project site (see Figure 3). In addition, the project would include 22 off-street parking spaces and landscaping improvements. The proposed project would operate 24 hours a day, seven days a week and is anticipated to serve approximately 60 to 100 customers daily. The proposed project would include a total of 25 to 30 employees.

The proposed project would require approval of a GPA to change the land use designation of the site from LDR to CC; a Rezone from RS-6 to CN; a Use Permit to allow for the operation of a convenience store, car wash, and gas station on the project site; and Design Review.

The following sections provide a discussion of the project components, including access and circulation, utilities, landscaping, and the required approvals.

Access and Circulation

Access to the project site would be provided by two existing driveways located off of Buchanan Road at the southern edge of the site. Both entrances would be 35 feet wide. Internal drive aisles would circulate the site and would meet the minimum width that can accommodate an emergency vehicle. Additionally, crosswalks would be provided throughout the development and pedestrian access would be provided by way of connection to the existing sidewalk on Buchanan Road. The 2,800 sq. ft. car wash would provide a queuing lane along the eastern side of the building for entrance into the car-wash lane, and cars would exit the building to the west.

Utilities

Water supply for the proposed project would be provided by the City of Pittsburg through the Contra Costa Water District (CCWD). The City operates a water treatment plant and associated infrastructure facilities, which primarily serve customers within the City limits. The proposed project would include construction of new on-site water lines, which would connect to the existing water lines located within Buchanan Road.

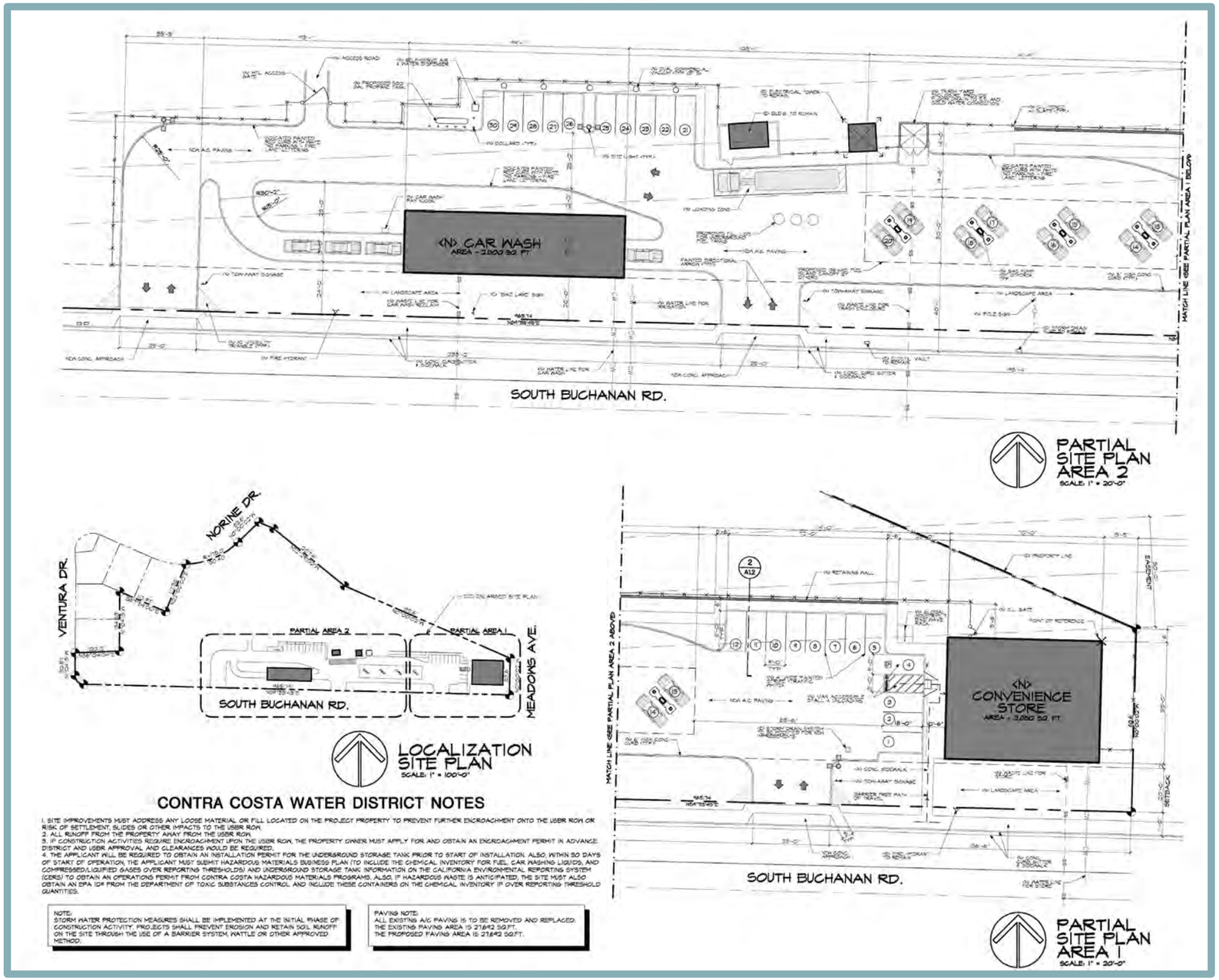
Sewer service for the proposed project would be provided by Delta Diablo, the City's wastewater provider. Existing sanitary sewer lines are located within Buchanan Road, and a new sanitary sewer line would be constructed on-site to convey wastewater generated from the proposed project to the existing sewer lines in the project vicinity.

A new storm drain system would be constructed on-site and would convey on-site runoff to bioretention areas located north of the site. The stormwater would be treated at the bioretention areas prior to being discharged into the City's existing stormwater system. Approximately 80 percent of the project site would remain as existing pervious area, or would be developed into landscaped areas following development of the proposed project, which would further provide opportunities for stormwater capture throughout the site.

Figure 2
Project Vicinity Map



Figure 3
Site Plan



Solid waste pickup and disposal for the City is provided by the Mt. Diablo Resource Recovery. Solid waste would be disposed of at Potrero Hills Landfill, located east of Suisun City, and all non-recyclable industrial waste would be transported to Keller Canyon Landfill, located southeast of the City limits.

Landscaping

Approximately 17 on-site trees would be removed during development of the proposed project (for further detail on tree removal see Section IV, Biological Resources, of this IS/MND. The proposed project would incorporate approximately 18,398 sq. ft. of on-site landscaped areas, equal to 8.4 percent of the project site, which would include various shrubs and trees. Landscaped areas would be developed primarily along the perimeter of the site, with the majority of the landscaped areas located along the southern project site boundary in order to shield the proposed project from the existing roadway. All landscaping would be implemented per the current City of Pittsburg landscape design requirements, as well as the Model Water Efficient Landscape Ordinance (MWELO).

General Plan Amendment

The current General Plan designation of the subject site is Low Density Residential (LDR) which does not allow any of the proposed non-residential uses, therefore the proposed project would include a General Plan Amendment (GPA) to change the site's land use designation from Low Density Residential (LDR) to Community Commercial (CC) which allows commercial uses.

Rezone

The project will also rezone the site from Residential Single-Family 6,000 Square Foot (sq. ft.) Minimum Lot Size (RS-6) to Neighborhood Commercial (CN) which would permit the proposed uses upon approval of a use permit.

Use Permit

Section 18.52.010 of the Pittsburg Municipal Code sets forth the allowed uses within the commercial zones of the City. Pursuant to Section 18.52.010, service stations (i.e., gas stations) are allowed within the CN zone with approval of a Use Permit. Therefore, the proposed project would be required to obtain approval of a Use Permit from the City of Pittsburg Planning Commission.

Section 18.08.080.30(g) of the Pittsburg Municipal Code defines a service station as, "Establishment primarily engaged in the retail sale of gasoline and motor fuel. This classification provides for the incidental sale of grocery items or related retail goods, and auto parts and accessories. Services offered may include minor vehicle repair and installation of parts, towing services limited to automobiles, nonmechanical washing and waxing or mechanical washing other than classified under automobile washing. Other repair activities are classified under automobile and recreational vehicle repair, major." Therefore, the Use Permit would allow for the development of the convenience store and car wash building, as ancillary uses to the proposed gas station.

Design Review

Pursuant to Section 18.36.200 of the Pittsburg Municipal Code, the design of a building proposed as part of a land use permit or a building permit, as the case may be, in each land use district other than single-family residential, is required to be reviewed by the Planning Commission. Given that the proposed project would include a rezone to change the site's current zoning designation from RS-6 to CN, and a use permit under the CN zoning regulations, the proposed project would

require Design Review approval by the City of Pittsburg Planning Commission. The proposed project would be required to provide all required information as set forth in Section 18.36.210 of the Pittsburg Municipal Code, including a site plan, architectural drawings, and any additional information requested by the Planning Commission, including, but not limited to recent photographs of the site.

Discretionary Actions

The proposed project would require the following discretionary actions by the City of Pittsburg:

- Adoption of the IS/MND;
- Adoption of a Mitigation Monitoring/Reporting Program;
- GPA from LDR to CC;
- Rezone from RS-6 to CN;
- Use Permit to establish a gas station, automobile washing facility, and convenience store; and
- Design Review for construction of the proposed convenience store, car wash, and gas station.

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	✖
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	✖
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	✖	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✖	☐

Discussion

a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. The City's General Plan states the most identifying features lending the City a sense of character are the rolling, grassy hills to the south of the City and Suisun Bay/Sacramento River Delta to the north. However, the project site is not located within either of the landscapes identified in the General Plan, nor is the site identified as a viewing point for either of the landscapes. Therefore, the proposed project would not impair existing views of the rolling, grassy hills or the Delta, and, thus, would not affect a scenic vista.

According to the California Scenic Highway Mapping System, the project site is not located within the vicinity of an officially designated State Scenic Highway.[3] The project site is located approximately six miles from SR 4, which is listed as Eligible for State Scenic Highway listing; however, SR 4 is not formally designated as a scenic highway. Furthermore, the project site is located in an area where existing development occurs and would not be visible from SR 4. Thus, the proposed project would not alter the scenic nature of SR 4, nor would the project be visible from any officially designated State Scenic Highways.

Based on the above, development of the proposed commercial project would not have a substantial adverse effect on a scenic vista and would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway. Thus, ***no impact*** would occur.

c. The project site is currently developed with two deteriorated structures from the former Ralph Burgess Nursery, constructed in 1970, in the south-central portion of the site, as well as a cellular tower in southern portion of the site, and an approximately 18- to 22-foot-deep excavation in the northern portion of the site. Surrounding land uses include Highlands Ranch Park to the south, single-family homes to the north, south, east, and west, and RV and boat storage to the southwest. Generally, the site is located within an

[3] California Department of Transportation. *California Scenic Highway Mapping System*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed March 2022.

urbanized area; therefore, the relevant threshold would be whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality.

The project would require a GPA and Rezone. The height, bulk, pattern, scale and character of the proposed project would not conflict with the visual character of the existing surrounding development. For example, the proposed project would include the planting of new trees along the project frontage, which would ensure that the proposed project is partially screened from the surrounding existing development. In addition, the maximum height of the proposed buildings would be approximately 32 feet, in compliance with Section 18.52.115 of the Pittsburg Municipal Code, which limits building height to 35 feet within the CN zoning district. Furthermore, development of the project would remove the existing deteriorating structures on-site, which present an unattractive aspect to the view of the project site from the surrounding residential uses.

The proposed project would also be required to adhere to the City's Design Review guidelines. The design of the buildings would include visually pleasing architectural features and landscaping designs which are consistent with the scenic nature of the project area. The buildings would be designed to include natural colors and glazing that would comply with Title 24 of the California Building Standards Code (CBSC). Given that the project would be consistent with the urbanized nature of the area and comply with the City's Design Review guidelines, the project would not conflict with applicable zoning and other regulations governing scenic quality and a ***less-than-significant*** impact would occur.

d. The project site is currently developed with structures from the former Ralph Burgess Nursery, and are being used for the business "Ricky's Cutting Edge", a lawn equipment repair shop; therefore, existing sources of light and glare exist within the project site. In addition, the project site is surrounded by existing development, including Highlands Ranch Park to the south, single-family homes to the north, south, east, and west, and RV and boat storage to the southwest.

Development of the project site with commercial buildings and parking areas would introduce sources of light and glare associated with interior light spilling through windows, exterior lighting on the proposed structures, outdoor lighting in the parking areas, light reflected off windows, and headlights of automobiles. Lighting associated with the parking areas would be required to adhere to Section 18.78.050 of the City's Municipal Code, which prohibits the use of any light source that would cause any direct illumination on an adjacent street or lot with residential development.[4] In addition, Section 18.82.030 of the City's Municipal Code regulates the use of mirrors or highly reflective glass on building surfaces visible from a roadway and requires that outdoor lighting be shielded or directed away from any residential uses in proximity of the project site. Lighting for the proposed project would be reviewed during the Design Review process to ensure compliance with Section 18.78.050 and Section 18.82.030 of the City's Municipal Code. Therefore, the proposed project would not create new sources of light or glare that would be substantially greater than existing sources historically emanating from the project site.

Based on the above, implementation of the project would result in a ***less-than-significant*** impact with respect to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

[4] City of Pittsburg. *Pittsburg Municipal Code.* January 22, 2019.

II. AGRICULTURE AND FOREST RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	✖
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✖
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	✖
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✖
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	✖

Discussion

a,e. The project site is currently designated as "Urban and Built-Up Land" per the California Department of Conservation Farmland Mapping and Monitoring Program,[5] and is not zoned or designated for agricultural uses. Given the Urban and Built-Up Land designation of the site, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use or the conversion of forest land to non-forest use. Therefore, ***no impact*** would occur.

b. Currently, the project site is designated LDR per the City's General Plan and zoned RS-6. The project includes a request to redesignate the site to CC and Rezone the site to CN. The site is not under a Williamson Act contract[6] and is not zoned for agricultural uses. Therefore, buildout of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and ***no impact*** would occur.

c,d. The project area is not considered forest land (as defined in PRC section 12220[g]), timberland (as defined by PRC section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

[5] California Department of Conservation. *Contra Costa County Important Farmland 2016.* Available at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/ContraCosta.aspx. Accessed March 2022.

[6] City of Pittsburg. *Pittsburg 2020: A Vision for the 21st Century City of Pittsburg General Plan Environmental Impact Report* [Figure 4.5-1]. January 2001.

III. AIR QUALITY. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	✖	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	✖	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✖	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✖	☐

Discussion

a,b. The City of Pittsburg is located at the northerly border of the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The SFBAAB area is currently designated as a nonattainment area for the State and federal ozone, State and federal fine particulate matter 2.5 microns in diameter ($PM_{2.5}$), and State respirable particulate matter 10 microns in diameter (PM_{10}) ambient air quality standards (AAQS). The SFBAAB is designated attainment or unclassified for all other AAQS. It should be noted that on January 9, 2013, the U.S. Environmental Protection Agency (USEPA) issued a final rule to determine that the Bay Area has attained the 24-hour $PM_{2.5}$ federal AAQS. Nonetheless, the Bay Area must continue to be designated as nonattainment for the federal $PM_{2.5}$ AAQS until such time as the BAAQMD submits a redesignation request and a maintenance plan to the USEPA, and the USEPA approves the proposed redesignation.

In compliance with regulations, due to the nonattainment designations of the area, the BAAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. The current air quality plans are prepared in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

The most recent federal ozone plan is the 2001 Ozone Attainment Plan, which was adopted on October 24, 2001 and approved by the California Air Resources Board (CARB) on November 1, 2001. The plan was submitted to the USEPA on November 30, 2001 for review and approval. The most recent State ozone plan is the 2017 Clean Air Plan, adopted on April 19, 2017. The 2017 Clean Air Plan was developed as a multi-pollutant plan that provides an integrated control strategy to reduce ozone, PM, toxic air contaminants (TACs), and greenhouse gases (GHGs). Although a plan for achieving the State PM_{10} standard is not required, the BAAQMD has prioritized measures to reduce PM in developing the control strategy for the 2017 Clean Air Plan. The control strategy serves as the backbone of the BAAQMD's current PM control program.

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the State and federal AAQS within the SFBAAB. Adopted BAAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area

is currently designated nonattainment, consistent with applicable air quality plans. The BAAQMD's established significance thresholds associated with development projects for emissions of the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO_x), as well as for PM_{10}, and $PM_{2.5}$, expressed in pounds per day (lbs/day) and tons per year (tons/yr), are listed in Table 1. Thus, by exceeding the BAAQMD's mass emission thresholds for operational emissions of ROG, NO_X, PM_{10}, or PM_{25} a project would be considered to conflict with or obstruct implementation of the BAAQMD's air quality planning efforts.

Table 1
BAAQMD Thresholds of Significance

Pollutant	Construction	Operational	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO_x	54	54	10
PM_{10} (exhaust)	82	82	15
$PM_{2.5}$ (exhaust)	54	54	10

Source: BAAQMD, CEQA Guidelines, May 2017.

The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2020.4.0 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the CBSC, etc. Where project-specific information is available, such information should be applied in the model. Accordingly, the proposed project's modeling assumes the following project and/or site-specific information:

- Construction would occur over an approximately one-year period;
- The proposed land uses include:
  - 10,903 sq. ft. of structures (3,850 sq. ft. convenience store and deli, 2,800 sq. ft. car wash, and 4,253 sq. ft. fuel canopy) with eight gas pumps; and
  - A parking lot with 22 spaces.
- The project would include demolition of approximately 2,400 sq. ft. of building space;
- The project would include import of 7,171 cubic yards (CY) of material and export of 7,171 CY of material during grading (in order to replace the existing fill);
- Trip generation data was adjusted to 183.57 trips per pump, based on the Traffic Impact Analysis Report prepared for the proposed project;
- The project would improve pedestrian network connectivity by providing sidewalks to the connecting area; and
- The project would generate 10,000 kWh of renewable energy on-site.

The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the proposed project's contribution to cumulative air quality conditions is provided below as well. All CalEEMod results are included as Appendix A to this IS/MND.

Construction Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 2. As shown in the table, the proposed project's construction emissions would be below the applicable thresholds of significance for all criteria pollutants.

Table 2
Maximum Unmitigated Construction Emissions (lbs/day)

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	3.35	54	**NO**
NO_X	51.21	54	**NO**
PM_{10} (exhaust)	1.45	82	**NO**
PM_{10} (fugitive)	9.77	None	**N/A**
$PM_{2.5}$ (exhaust)	1.34	54	**NO**
$PM_{2.5}$ (fugitive)	4.16	None	**N/A**

Source: CalEEMod, March 2022.

All projects under the jurisdiction of the BAAQMD are required to implement all of the BAAQMD's Basic Construction Mitigation Measures, which include the following:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

The proposed project's required implementation of the BAAQMD's Basic Construction Mitigation Measures listed above would help to further minimize construction-related emissions. In particular, implementation of the foregoing measures would reduce fugitive dust emissions resulting from project construction.

Based on the above, construction of the proposed project would result in emissions of criteria pollutants below BAAQMD's thresholds of significance. Consequently, the proposed project would not conflict with air quality plans during project construction.

Operational Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 3. As shown in the table, the proposed project's operational emissions would be below the applicable thresholds of significance. As such, the proposed project would not result in a significant air quality impact during operations.

Table 3
Maximum Unmitigated Operational Emissions

Pollutant	Proposed Project Emissions		Threshold of Significance		Exceeds Threshold?
	lbs/day	tons/yr	lbs/day	tons/yr	
ROG[1]	5.97	1.01	54	10	**NO**
NO_X	1.63	0.28	54	10	**NO**
PM_{10} (exhaust)	0.01	0.003	82	15	**NO**
PM_{10} (fugitive)	1.46	0.26	None	None	**N/A**
$PM_{2.5}$ (exhaust)	0.01	0.003	54	10	**NO**
$PM_{2.5}$ (fugitive)	0.39	0.07	None	None	**N/A**

[1] Total ROG emissions were calculated by summing the maximum unmitigated operational emissions from CalEEMod modeling (2.85 lbs/day) and the daily emissions of ROG from fuel dispensing operations of the proposed gas station (3.12 lbs/day).

Source: CalEEMod, March 2022.

Cumulative Emissions

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is generally not sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The thresholds of significance presented in Table 1 represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions. If a project exceeds the significance thresholds presented in Table 1, the proposed project's emissions would be cumulatively considerable, resulting in significant adverse cumulative air quality impacts to the region's existing air quality conditions. As presented above, the proposed project would be below all applicable thresholds for criteria pollutants during construction and operation. In addition, the proposed project would result in reductions in emissions from existing levels, which would contribute to improvements in the region's existing air quality conditions. Thus, the project would not result in a cumulatively considerable contribution to the region's existing air quality conditions.

Conclusion

As stated previously, the applicable regional air quality plans include the 2001 Ozone Attainment Plan and the 2017 Clean Air Plan. The proposed project would result in operational emissions below all applicable thresholds of significance. In addition, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State AAQS. Therefore, the proposed project would not conflict with the applicable regional air quality plan, and a ***less-than-significant*** impact would occur.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. Existing sensitive receptors in the project area include the single-family residences to the southwest, west, and north of the project site. The nearest residence is located approximately 30 feet from the western boundary of the project site.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and TAC emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. Emissions of CO are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood.

In order to provide a conservative indication of whether a project would result in localized CO emissions that would exceed the applicable threshold of significance, the BAAQMD has established screening criteria for localized CO emissions. According to BAAQMD, a proposed project would result in a less-than-significant impact related to localized CO emission concentrations if all of the following conditions are true for the project:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans;
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, underpass, etc.).

According to the Traffic Impact Analysis Report prepared for the proposed project by TJKM, the proposed project is expected to generate 1,834 daily vehicle trips, 84 of which

would be during the AM peak hour, and 101 during the PM peak hour.[7] As indicated in Figure 7, Existing Condition Peak Hour Traffic Volumes, of the Traffic Impact Analysis Report, the nearby study intersections experience between 1,347 and 2,552 vehicles during the peak hour. Therefore, the addition of 185 total peak hour trips per day generated by the proposed project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. In addition, areas where vertical and/or horizontal mixing do not exist in the project vicinity. Nonetheless, local traffic volumes remain far below 24,000 vehicles per hour, and the addition of project-generated vehicle trips would not exceed the threshold. As such, the proposed project would not be expected to result in substantial levels of localized CO at surrounding intersections or generate localized concentrations of CO that would exceed standards.

TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, rail yards, and gas dispensing facilities (GDFs). The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Gasoline includes multiple TACs, which are released through various processes during the operation of GDFs. Such TACs include benzene, ethyl benzene, toluene, and xylene, among others. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The proposed project would involve several components that would result in emissions of TACs. In particular, implementation of the proposed project would result in emissions related to project-construction, the use of heavy-duty diesel trucks to transport goods to and from the site, and operations of the proposed GDF. Each source of TACs is discussed in further depth in the sections below.

Construction Emissions

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would likely be limited to approximately one year.

Construction of the proposed project would require soil import and export, which would involve heavy-duty diesel soil hauling truck trips to and from the site. Per the CalEEMod results, the anticipated soil hauling would require approximately 179 truck trips per day (or 90 trucks associated with the site per day) over the 10-day grading phase. For comparison, as noted in further detail below, the CARB considers a facility that experiences diesel truck traffic in excess of 100 trucks per day a potential major source of DPM. The proposed soil hauling activities would involve fewer trucks per day and would occur over a substantially

[7] TJKM. *Final Traffic Impact Analysis Report: LMK Petro at 1625 Buchanan Road*. August 18, 2017.

limited period of time. Considering the associated number of diesel trucks per day, the temporary nature of the proposed hauling activities, and the highly dispersive nature of DPM, the proposed soil hauling activities during construction would not result in the exposure of sensitive receptors to substantial concentrations of DPM.

All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources. In addition, only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one location on the project site. Operation of construction equipment within portions of the development area would allow for the dispersal of emissions, and would ensure that construction-activity is not continuously occurring in the portions of the project site closest to existing receptors. Because construction equipment on-site would not operate for long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low.

Heavy-Duty Diesel Trucks On-site

Operation of the proposed convenience store and the GDF would require the movement of goods to and from the project site through the use of trucks, which would likely include heavy-duty diesel trucks. The use of diesel trucks on-site would represent a source of DPM. The CARB considers distribution centers to be significant sources of DPM due to the high volume of heavy-duty diesel vehicles used in the distribution of goods. As defined by CARB, distribution centers are facilities that serve as a distribution point for the transfer of goods and experience truck traffic in excess of 100 trucks per day. Based on preliminary truck schedule, total weekly truck traffic would involve an estimated five fuel trucks, four garbage trucks, and three grease trucks. Considering the anticipated number of truck deliveries would be below two truck trips per day on average, operation of the proposed project would not be considered a significant source of DPM from heavy-duty vehicles per the CARB's Handbook. The proposed project would not be considered a distribution center and, thus, operations of the proposed project would not involve a substantial amount of DPM emissions from heavy-duty diesel vehicles.

Given that the project would not be classified as a distribution center and that the proposed project would not be anticipated to result in a substantial increase in the number of heavy-duty vehicles accessing the site, implementation of the proposed project would not result in substantial emissions of DPM. Accordingly, nearby receptors would not be exposed to substantial concentrations of DPM from heavy-duty diesel trucks.

GDF Operations

As noted previously, GDFs are considered sources of various types of TACs. To address potential health impacts that could result from the proposed GDF (i.e., LMK Gas Station) operations upon the nearby residences surrounding the project site, emissions of pollutants related to gasoline dispensing activities were estimated and the potential health

risks were subsequently calculated. Based on applicant-provided information, the proposed GDF is anticipated to have a throughput of 1.2 million gallons of gasoline per year. A detailed health risk assessment was performed to assess potential impacts related to the GDF, and is discussed in further detail below.

To assess the potential impacts of TACs, the BAAQMD maintains thresholds of significance for the review of local community risk and hazard impacts. The thresholds are designed to assess the impact of new sources of TACs on existing sensitive receptors. Based on the BAAQMD thresholds, the proposed project would result in a significant impact related to TACs if, due to the exposure of sensitive receptors to TACs related to operations of the GDF, nearby sensitive receptors would experience an increased cancer risk of greater than or equal to 10 in one million people, or experience a chronic or acute hazard index of greater than or equal to 1.0.[8]

Following the guidance within the BAAQMD's *Recommended Methods for Screening and Modeling Local Risks and Hazards*,[9] as well as guidance from other air districts within California such as the San Joaquin Valley Air Pollution Control District,[10] the concentrations of pollutants from operation of the GDF were calculated using the American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD) dispersion model. The associated cancer risk and non-cancer (chronic and acute) hazard index were calculated using the CARB's Hotspot Analysis and Reporting Program 2 Risk Assessment Standalone Tool (HARP 2 RAST),[11] which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments.[12] In addition to the guidance provided by the BAAQMD, further modeling guidance was obtained through the California Air Pollution Control Officers Association's (CAPCOA) Guidance document, *Gasoline Service Station Industrywide Risk Assessment Guidelines*, as well as the USEPA's *User's Guide for the AMS/EPA Regulatory Model – AERMOD*,[13] and the 2015 OEHHA Guidance Manual.

Considering that GDFs result in the emission of various TACs, potential risks related to the exposure of receptors to benzene, ethyl benzene, toluene, and xylene were considered. The project site is in proximity to various receptors, with the nearest existing sensitive receptor being the residences located approximately 30 feet from the western edge of the project site. Additionally, several schools exist within the project area, with the closest being Foothill Elementary School, located approximately 2,000 feet southwest, and Stoneman Elementary School, located approximately 2,100 feet northwest. Thus, pollutant concentrations at all nearby receptors were estimated. Although pollutant concentrations at all nearby receptors were estimated, for the purpose of determining potential health risks, only the highest estimated pollutant concentrations were used in

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8 Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.
9 Bay Area Air Quality Management District. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May 2012.
10 San Joaquin Valley Air Pollution Control District. *Guidance for Air Dispersion Modeling*. August 2006.
11 California Air Resources Board. *User Manual for the Hotspots Analysis and Reporting Program Health Risk Assessment Standalone Tool, Version 2*. March 17, 2015.
12 Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.
13 U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model – AERMOD*. September 2004.

calculating cancer risk and hazard indices. The receptor experiencing the highest estimated pollutant concentrations was considered to be the maximally exposed receptor, and would experience the highest potential health risks. Health risks to all other receptors would likely be lower than the health risks to the maximally exposed receptor, because all other receptors would be exposed to lower concentrations of GDF-related pollutants as compared to the maximally exposed receptor. Considering that both schools and residences exist in proximity to the project site, the estimation of health risks conservatively assumed that nearby receptors would be continuously exposed to pollutants from the GDF at the maximum estimated concentrations. This assumption would represent a scenario whereby a resident living nearby also attends one of the nearby schools, and is thus exposed to pollutants both at home and at school. By using the maximum estimated concentrations and assuming continuous exposure to pollutants, the estimated health risks are considered a worst-case estimate of potential health risks, and actual health risks to receptors in the project area would likely be lower than the levels presented within this analysis.

Table 4 presents the combined cancer risks and non-cancer hazard indexes for the foregoing pollutants. It should be noted that the cancer risks and non-cancer hazard indexes presented in Table 4 represent the risks over a 30-year exposure period.

Table 4
Maximum Cancer Risk and Hazard Index Associated with the Proposed GDF Operations

	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
At Maximally Exposed Receptor	1.10	0.11	0.00
Thresholds of Significance	*10*	*1.0*	*1.0*
Exceed Thresholds?	**NO**	**NO**	**NO**

Sources: AERMOD and HARP 2 RAST, 2020.

As shown in Table 4 above, TAC emissions related to the operation of the proposed GDF would not result in health risks to the maximally exposed receptor in excess of the BAAQMD's thresholds for cancer risk and/or non-cancer hazard index.

Criteria Pollutants

The BAAQMD thresholds of significance were established with consideration given to the health-based air quality standards established by the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), and are designed to aid the district in achieving attainment of the NAAQS and CAAQS.[14] Although the BAAQMD's thresholds of significance are intended to aid achievement of the NAAQS and CAAQS for which the SFBAAB is in nonattainment, the thresholds of significance do not represent a level above which individual project-level emissions would directly result in public health impacts. Nevertheless, a project's compliance with BAAQMD's thresholds of significance provides an indication that criteria pollutants released as a result of project implementation would not inhibit attainment of the health-based regional NAAQS and CAAQS. Because project-related emissions would not exceed the BAAQMD's thresholds,

[14] Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.

and, thus, would not inhibit attainment of regional NAAQS and CAAQS, the criteria pollutants emitted during project implementation would not be anticipated to result in measurable health impacts to sensitive receptors. Accordingly, the proposed project would not expose sensitive receptors to excess concentrations of criteria pollutants.

Conclusion

Based on the above discussion, the proposed project would not expose any sensitive receptors to excess concentrations of localized CO, TAC, or criteria pollutants during operations of the project. Consequently, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. Pollutants of principal concern include emissions leading to odors, emission of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in section "a" through "c" above. Therefore, the following discussion focuses on emissions of odors and dust.

Per the BAAQMD CEQA Guidelines, odors are generally regarded as an annoyance rather than a health hazard.[15] Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on a number of variables including: the nature of the odor source; the frequency of odor generation; the intensity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor.

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative analysis to determine the presence of a significant odor impact is difficult. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses.

Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, construction activities would be temporary, and hours of operation for construction equipment would be restricted to the hours of 8:00 AM and 5:00 PM Monday through Friday per Section 18.82.040 of the City of Pittsburg Municipal Code. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize emissions, including emissions leading to odors. Accordingly, substantial objectionable odors would not be expected to occur during construction activities.

Operations of the proposed deli use would have the potential to result in emissions of odors related food preparation and disposal. In particular, preparation of oily food, some baking processes, and cooking using charbroiling grills may create odorous emissions. However, commercial kitchens and cooking areas are required to comply with state and local regulations associated with cooking equipment and controls, such as grease filtration and removal systems, exhaust hood systems, and blowers to move air into the

[15] Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines* [pg. 7-1]. May 2017.

hood systems, through air cleaning equipment, and then outdoors. Such equipment would ensure that pollutants associated with smoke and exhaust from cooking surfaces would be captured and filtered, allowing only filtered air to be released into the atmosphere. In addition, the disposal of solid waste, including putrescible waste, such as food waste, is regulated under Chapter 8.04, Rubbish Removal and Disposal, of the City's Municipal Code.

Furthermore, operations of the proposed GDF would result in gasoline odors that could be considered objectionable. However, because the GDF is located approximately 30 feet away from the nearest receptors, the distance would allow for some dispersal of odors. In addition, the proposed GDF pumps would include vapor recovery systems that reduce vapor loss to the maximum extent feasible. Overall, the proposed project would not expose nearby receptors to substantial odors.

The BAAQMD regulates objectionable odors through Regulation 7, Odorous Substances, which does not become applicable until the Air Pollution Control Officer (APCO) receives odor complaints from ten or more complainants within a 90-day period. Once effective, Regulation 7 places general limitations on odorous substances and specific emission limitations on certain odorous compounds, which remain effective until such time that citizen complaints have not been received by the APCO for one year. The limits of Regulation 7 become applicable again when the APCO receives odor complaints from five or more complainants within a 90-day period. Thus, although not anticipated, if odor complaints are made after the proposed project is developed, the BAAQMD would ensure that such odors are addressed, and any potential odor effects are minimized or eliminated.

As noted previously, all projects under the jurisdiction of BAAQMD are required to implement the BAAQMD's Basic Construction Mitigation Measures. Such measures would act to reduce construction-related dust by ensuring that haul trucks with loose material are covered, reducing vehicle dirt track-out, and limiting vehicle speeds within project site, among other methods, which would ensure that construction of the proposed project does not result in substantial emissions of dust. Following project construction, vehicles operating within the project site would be limited to paved areas of the site, and non-paved areas would be landscaped. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions, such as those leading to odors, adversely affecting a substantial number of people, and a ***less-than-significant*** impact would result.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	✖	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or 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 resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	✖	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	✖	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	✖	☐

Discussion

a,f. Special-status species are plants and animals that are legally protected under the State and/or Federal Endangered Species Act (FESA) or other regulations. The FESA of 1973 declares that all federal departments and agencies shall utilize their authority to conserve endangered and threatened plant and animal species. The California Endangered Species Act (CESA) of 1984 parallels the policies of FESA and pertains to native California species.

Special-status species include the following:

- Plant and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal and State Endangered Species Acts. Both acts afford protection to listed species;
- California Department of Fish and Wildlife (CDFW) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue;
- U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern;
- Sensitive species included in USFWS Recovery Plans;
- CDFW special-status invertebrates; and
- Plant species on California Native Plant Society (CNPS) categories 1A, 1B, 2B, 3, and 4.

Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on CNPS Lists 1 and 2 are considered special-status plant species and are protected under CEQA.

The project site is located within the boundaries of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCCHCP/NCCP), which is intended to provide an effective framework to protect natural resources in the County, including special-status species. The CDFW Natural Diversity Database (CNDDB) was used to determine what special-status species are known to have occurred within a five-mile radius of the project site. The CNDDB query returned 85 total species that would have the potential to occur in the project area, 47 of which are plants and 38 of which are animals.

In February 2015, the East Contra Costa County Habitat Conservancy prepared an ECCCHCP/NCCP Assessment of Plan Effects on CEQA Species.[16] The purpose of the assessment was to provide a programmatic, cumulative CEQA effects analysis for CEQA species not covered by the ECCCHCP/NCCP. The 2015 ECCCHCP/NCCP Assessment of Plan Effects on CEQA Species concluded that mitigation measures required in the ECCCHCP/NCCP also provide mitigation for non-covered species; therefore, projects consistent with the ECCCHCP/NCCP would have a less-than-significant impact on other potential special-status species.

According to the 2015 ECCCHCP/NCCP Assessment of Plan Effects on CEQA Species, for all but two of the potential special-status species addressed (Lime Ridge navarretia [*Navarretia gowenii*] and the Lime Ridge eriastrum [*Eriastrum ertterae]*), impacts would be less than significant under CEQA. Because of uncertainty regarding the distribution of the Lime Ridge navarretia and the Lime Ridge eriastrum, the 2015 ECCCHCP/NCCP Assessment of Plan Effects on CEQA Species concluded that a potentially significant impact could occur related to the two aforementioned species. The project specific search of the CNDDB and did not identify any known occurrences of Lime Ridge navarretia or Lime Ridge eriastrum within the project site or immediate vicinity. According to the results of the CNDDB search, the nearest documented occurrence of Lime Ridge navarretia or Lime Ridge eriastrum is approximately 7.84 miles southwest of the project site and, therefore, implementation of the proposed project would not impact the species. Based on the conclusions of the 2015 ECCCHCP/NCCP Assessment of Plan Effects on CEQA Species and the absence of the Lime Ridge navarretia and Lime Ridge eriatrum in the vicinity of the project site, the proposed project would have a less-than-significant impact on any potential special-status wildlife species and potential special-status plant species not covered by the ECCCHCP/NCCP that could occur within the vicinity of the project site because the proposed project would be required to comply with the ECCCHCP/NCCP.

According to Figure 3-3: *Landcover in the Inventory Area* of the ECCCHCP/NCCP, the project site is characterized as urban. The Physical and Biological Resources Chapter of the ECCCHCP/NCCP defines urban sites as sites where the native vegetation has been

[16] H.T. Harvey & Associates. *East Contra Costa County Habitat Conservation Plan – Assessment of Plan Effects on CEQA Species.* February 17, 2015.

cleared for residential, commercial, industrial, transportation, or recreational structures.[17] A portion of the parcel on which the project site is located is undeveloped and consists primarily of ruderal grassland with trees scattered throughout; however, the proposed project would only disturb an approximately 2.7-acre portion of the parcel, which is currently developed with two deteriorated structures, a cellular tower, and an approximately 18- to 22-foot-deep excavation. As such, the undeveloped portions of the project site would remain undisturbed following project construction. In addition, areas surrounding the project site consist primarily of developed urban uses.

The habitat requirements of all the species identified in the project-specific CNDDB search were subsequently compared to the habitat on the project site to determine the likelihood of each special-status species occurring at the project site. Based on the lack of key habitat requirements within the project site, the majority of the special-status species were determined to not be present on-site. However, four special status plant species, which include the large-flowered fiddleneck, big tarplant, diamond petaled California poppy, and caper-fruited tropidocarpum, have the potential to occur on-site. In addition, the potential exists for nesting birds and raptors to occur within the existing trees on-site, including the Swainson's hawk, golden eagle, and white-tailed kite. All of the aforementioned special-status species are covered under the ECCCHCP/NCCP, and are discussed in detail below.

Special-Status Plants

Special-status plants generally occur in relatively undisturbed areas within vegetation communities such as vernal pools, marshes and swamps, chenopod scrub, seasonal wetlands, riparian scrub, chaparral, alkali playa, dunes, and areas with unusual soil characteristics. The project site does not contain any of the aforementioned key habitat requirements, and therefore the project site is not considered to be habitat for the species requiring such habitat. The project site meets some of the habitat requirements for four of the remaining species, which include the large-flowered fiddleneck, big tarplant, diamond petaled California poppy, and caper-fruited tropidocarpum. All of the aforementioned species are covered under the ECCCHCP/NCCP, and the large-flowered fiddleneck, diamond petaled California poppy, and caper-fruited tropidocarpum are listed as no-take species under the ECCCHCP/NCCP. However, considering that none of the four above listed plant species have been documented within the project site or immediate vicinity, and the area surrounding the project site is primarily developed land, the potential for the species to occur at the project site is unlikely. Furthermore, the portion of the project site where development of the proposed project would occur has been previously developed.

Considering the history of site disturbance, the four aforementioned special-status plant species are not anticipated to occur within the project site. Because special-status plants are not anticipated to occur within the project site, implementation of the proposed project would not result in adverse effects to special-status plants.

[17] East Contra Costa County Conservancy. *Final East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan, Chapter 3 Physical and Biological Resources* [p. 3-25]. Updated December 19, 2006.

Special-Status Wildlife

The potential exists for nesting birds and raptors to occur within the existing trees on-site, including the Swainson's hawk, golden eagle, and white-tailed kite, which are species covered under the ECCCHCP/NCCP.

Swainson's Hawk

Swainson's hawk is a State Threatened species and is a federal Bird of Conservation Concern. The species nests in western North America from March to July and migrates to South America for the winter. The species generally nests in riparian areas or in large, isolated trees adjacent to, or within easy flying distance to, agricultural areas providing suitable foraging habitat. Swainson's hawk is unlikely to nest or forage within the project site due to the lack of foraging habitat present and the marginal quality of on-site or nearby trees available for nesting. Although unlikely to occur on-site, in the event that an active nest of the species is present within 1,000 feet of the project site, construction activities could result in the noise-related abandonment of an active nest, which would constitute a potentially significant impact.

Golden Eagle

Golden eagle is a fully protected species which typically forages in rolling foothill or coast-range terrain, with open grassland and scattered trees. The species generally nests in large trees, on cliffs, and occasionally on power line poles. The on-site trees provide poor quality nesting habitat for golden eagles, as they prefer ledges on cliff walls or very large trees isolated from any type of disturbance. Golden eagle is unlikely to nest or forage within the project site due to the lack of foraging habitat present and the marginal quality of on-site or nearby trees available for nesting. Although unlikely to occur on-site, in the event that golden eagle occur on-site during the breeding season, project construction activities could result in an adverse effect to the species.

White-Tailed Kite

White-tailed kite is a State species of special concern and is designated as fully protected under California Fish and Game Code (CFGC) Section 3511. White-tailed kites generally inhabit low-elevation grassland, savannah, oak woodland, wetlands, agricultural, and riparian habitats. Some large shrubs or trees are required for nesting and for communal roosting sites. Nest trees range from small, isolated shrubs and trees to trees in relatively large stands. White-tailed kites make nests of loosely piled sticks and twigs, lined with grass and straw, near the top of dense oaks, willows, and other tree stands. The breeding season lasts from February through October and peaks between May and August. White-tailed kite forage in undisturbed, open grassland, meadows, farmland, and emergent wetlands. In the event that white-tailed kite occur on-site during the breeding season, project construction activities could result in an adverse effect to the species.

Nesting Raptors, Migratory Birds, and Other Protected Birds

The project site supports trees providing suitable habitat for nesting raptors, migratory birds, and other protected birds. Buildout of the proposed project could occur during the nesting period for migratory birds (typically between February 1 and August 31). Thus, tree removal could result in direct impacts to nesting birds, and mechanized work and vehicle traffic associated with construction of the proposed project could indirectly disturb nesting birds and result in nest abandonment if individuals are present during initiation of ground-disturbing activity. In the event that such species occur on-site during the breeding

season, project construction activities could result in an adverse effect to species protected under the MBTA and/or CDFW.

ECCCHCP/NCCP Requirements

Procedures for pre-construction surveys, best management practices, and construction monitoring, as well as Applicable Avoidance and Minimization Measures for species covered by the ECCCHCP/NCCP are outlined in Section 6.3.3 Surveys for Construction Monitoring and Section 6.4.3 Species-Level Measures of the ECCCHCP/NCCP.[18] The project would be required to comply with all ECCCHCP/NCCP requirements, including conducting pre-construction surveys prior to ground disturbance activities to establish whether nests of Swainson's hawks and golden eagles are occupied. If nests are occupied, the project would be required to comply with the minimization requirements and construction monitoring in the ECCCHCP/NCCP. In compliance with the ECCCHCP/NCCP, the project would also be required to follow Applicable Avoidance and Minimization Measures if nests are located within 1,000 feet of the project site.

All birds covered by the ECCCHCP/NCCP are also considered migratory birds and subject to the prohibitions of the MBTA. Therefore, actions conducted under the ECCCHCP/NCCP comply with the provisions of the MBTA. Conservation Measure 1.12 Implement Best Management Practices for Rural Road Maintenance and Conservation Measure 1.14 Design Requirements for Covered Roads Outside of the UDA of the ECCCHCP/NCCP incorporate avoidance guidelines for compliance with the MBTA. Because the project would comply with all ECCCHCP/NCCP requirements, the project would also comply with the provisions of the MBTA.

In addition, the ECCCHCP/NCCP accomplishes habitat protection through the establishment of preserves and the collection of development fees. Fees are collected based on established fee zones and land cover types, with developments placed in higher quality habitat land cover types incurring higher development fee rates, and developments placed in low quality habitats or urban areas incurring lower development fees or no development fees. Fee zones and land cover types are presented in the *East Contra Costa County HCP/NCCP Development Fee Zones* figure.[19] Figure 9-1 places the project site in Fee Zone 2. Fee Zone 2 requires a payment of $23,838 per acre. Thus, the project applicant would be required to pay approximately $119,190.00 for Zone 2 fees, or otherwise execute an "in-lieu-of fee" agreement with the East Contra Costa Habitat Conservancy prior to construction to mitigate the potential effects of the proposed project.

Conclusion

Based on the above, Swainson's hawk, golden eagle, and white-tailed kite have the potential to occur on-site. However, the project would be required to comply with ECCCHCP/NCCP requirements, including pre-construction surveys. Additionally, although the site and surrounding area contains suitable nest trees for nesting raptors and migratory birds protected by the MBTA, the project would be required to comply with the ECCCHCP/NCCP's Applicable Avoidance and Minimization Measures for Swainson's hawk, golden eagle, white-tailed kite, and nesting and migratory birds. The proposed

[18] East Contra Costa County Habitat Conservation Plan Association. *Final East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan.* October 2006.

[19] East Contra Costa County Conservancy. *Figure 9-1: Development Fee Zones*. Accessible at: https://www.cocohcp.org/DocumentCenter/View/782/Figure-9-1-Development-Fee-Zones-PDF. Accessed March 2022.

project would comply with all applicable ECCCHCP/NCCP requirements. Thus, the proposed project would not have an adverse effect, either directly or through habitat modifications, on species identified as special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS, and a ***less-than-significant*** impact would result.

b,c. The majority of the development footprint for the proposed project is currently developed; however, the remainder of the project site consists of undeveloped grassland. A natural drainage area is located along the northern portion of the site; however, because the drainage area is not connected to any other body of water, a reasonable assumption can be made that the drainage area does not meet the criteria to be considered federally protected wetlands or waters of the U.S. In addition, as discussed above, the project site is characterized as urban by the ECCCHCP/NCCP. The Physical and Biological Resources Chapter of the ECCCHCP/NCCP defines urban sites as sites where the native vegetation has been cleared for residential, commercial, industrial, transportation, or recreational structures.[20] Therefore, the proposed project would not have a substantial adverse effect on riparian habitat, sensitive natural communities, or federally protected wetlands, and a ***less-than-significant*** impact would occur.

d. The project site is located in an urbanized area and is bordered by an existing roadway, residential development, and the Highlands Ranch Park to the south, single-family residences to the east and west, and RV and boat storage to the southwest. The parcel to the north of the site is currently developed with the Contra Costa Canal, and single-family residences are located beyond the canal. While the project site does not include any aquatic features that could be used as a movement corridor by aquatic species, the nearby canal could provide habitat to be used as a movement corridor in the vicinity of the site. Nonetheless, the portion of the canal located directly north of the site has been undergrounded, and is separated from the site by existing fencing and roadways, such as Norine Drive and Meadows Avenue. Thus, the developed nature of the surrounding area does not support any wildlife movement corridors. Additionally, the proposed project would mitigate for any impacts to special-status species habitats through site-specific pre-construction surveys, avoidance measures, and payment of applicable mitigation fees. Furthermore, only a portion of the site would be disturbed as a result of the proposed project, and wildlife would still be able to use the remainder of the site as a migration corridor, if necessary. As such, the project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. Thus, a ***less-than-significant*** impact would occur.

e. Chapter 18.84, Article XIX, Tree Preservation and Protection, of the City's Municipal Code defines protected trees and establishes the requirements governing the removal and preservation of such trees.

An Arborist Report (Appendix B) was prepared to evaluate the health and structural condition of the trees within the project area, determine which trees could be preserved

[20] East Contra Costa County Conservancy. *Final East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan, Chapter 3 Physical and Biological Resources* [pg. 3-25]. Updated December 19, 2006.

and removed, and provide guidelines for tree preservation during the design, construction, and maintenance phases of development. [21]

Based on a survey of the project site conducted on September 28, 2022, a total of 20 trees and palms were identified on the project site. The 20 trees consisted of eight different species of including almond (*Prunus dulcis*), blue gum eucalyptus (*Eucalyptus globulus*), CA fan palm (*Washingtonia filifera*), Chinese elm (*Ulmus parvifolia*), olive (*Olea europaea*), red willow (*Salix laevigata*), silk tree (*Albizia julibrissin*), and yellow willow (*Salix lasiandra*). Of the 20 on-site trees, 10 were determined to be protected trees, as defined by the City's Tree Preservation and Protection Ordinance.

The Arborist Report concluded that 17 trees would require removal during development of the proposed project, including all 10 protected trees identified on-site. However, five of the 10 protected trees were determined to require removal due to poor health, structure, and/or form, and, therefore, were not suitable for preservation. Nonetheless, pursuant to Section 18.84.845 of the City's Municipal Code, a protected tree may only be removed upon approval of a tree removal permit issued by the City. The information required when submitting a Tree Removal Permit application, includes, but is not limited to, the following:

- The precise number, species, size and location of the tree or trees to be cut down, destroyed or removed and a brief statement of the reason for removal;
- The signature of the property owner authorizing such removal and the signature of the person performing the work, if different than the property owner and if known at the time of the application;
- An arborist report including a tree survey plan specifying the precise location and drip line of all existing trees on or in the vicinity of the project site. The tree survey plan shall also indicate the precise location of existing and proposed buildings and easements within 25 feet of the drip line of the trees, and the plan shall include existing and proposed grades adjacent to the trees along with underground utility services, sub-drains, water, sewer, irrigation and lighting. The arborist report shall also include a table that identifies each tree by number along with the size, and species of each tree (including a statement as to whether or not it is a California native species), as well as a statement indicating whether the tree is proposed to be saved or removed;
- The time and manner in which the removed tree(s) would be replaced, subject to the requirements of Chapter 18.84, Article XIX, of the City's Municipal Code; and
- A biological report or statement for any trees that may serve as potential habitat for any candidate, sensitive or special status species identified in any local or regional plans, policies or regulations, or by CDFW or the USFWS.

In addition, the City would impose tree replacement standards or in-lieu fees pursuant to Section 18,84.855 of the Municipal Code for any protected trees proposed for removal. Replacement options include, but are not limited to:

- Replacement of the removed tree(s) at a four-to-one ratio with 24-inch box trees;
- Replacement of the tree(s) at a 12-to-one ratio with 15-gallon trees;

[21] Trees, Bugs, Dirt Landscaping Consulting and Training. *Arborist Report 625 Buchanan Road, Pittsburg CA – LMK Gas Station.* October 4, 2022

- Payment of in-lieu fees equal to the replacement trees' value, installation costs and one year of maintenance costs, as calculated with a 12-to-one ratio of 15-gallon trees; or
- A combination of replacement and payment of in-lieu fees.

The remaining three trees identified on-site would be retained during project development. As discussed above, none of the three remaining trees to be retained on-site were determined to be protected trees, as defined by the City's Tree Preservation and Protection Ordinance. Nonetheless, the Arborist Report included tree preservation measures, including, but not limited to: pruning the trees as needed, performing root crown excavation, mowing weeds around the trees, establishing tree protection zones outside of the tree driplines, designating limits of work within the tree driplines (as necessary), and installing fencing around the tree protection zones. The tree preservation measures included in the Arborist Report would be required as conditions of project approval by the City.

Based on the above, the proposed project would require removal of 10 protected trees, as defined by the City's Tree Preservation and Protection Ordinance. Thus, if the proposed project were to remove any protected trees without procuring a Tree Removal Permit, the proposed project could conflict with a local policies or ordinances protecting biological resources, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

IV-1 *Prior to the removal of any on-site protected tree(s), a tree removal permit application shall be prepared consistent with Section 18.84.845 of the City's Municipal Code, subject to review and approval by the City of Pittsburg Planning Division. For all protected trees proposed for removal, the project applicant shall comply with all tree replacement standards or pay any in-lieu fees pursuant to Section 18. 84.855 of the Municipal Code.*

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	✖	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✖	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	✖	☐	☐

Discussion

a-c. Historical resources are features that are associated with the lives of historically-important persons and/or historically-significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics.

The General Plan EIR lists Pittsburg as containing multiple historic sites relevant to the history of Pittsburg, including historical resources from the coal and steel eras. As one of the earliest industrial centers in Contra Costa County, the City's historical resources encompass a broad range of activities. Resources include buildings associated with industry including Black Diamond Mines, early railroads along Railroad Avenue, military facility Camp Stoneman, and places of entertainment such as the Black Diamond Theater and the Palace Theater.

The proposed project would include demolition of the existing on-site structures, which were constructed in 1970. The Office of Historic Preservation (OHP) has determined that structures in excess of 45 years of age could be important historical resources, and former building and structure locations could be important archaeological sites; however, the on-site structures are not associated with any important events or people who would have contributed to local, California, or United States history. Therefore, the structures are not eligible for Criterion 1 or Criterion 2 of the California Register. The structures are of simple design and do not embody distinctive characteristics of a type, period, or method of construction; therefore, the structures are not eligible for Criterion 3 of the California Register. Criterion 4 is typically utilized for determining the importance of archaeological sites; therefore, the on-site structures would be ineligible for such a classification under Criterion 4. Furthermore, a records search by the NAHC of the Sacred Lands File resulted in negative findings of cultural resources on the project site.[22]

However, considering that unknown archaeological resources, including human remains, and/or historic resources have the potential to exist on-site, ground-disturbing activity related to project construction could encounter such resources. Therefore, the proposed project could cause a substantial adverse change in the significance of a historic or archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of formal cemeteries during construction. Thus, impacts could be considered ***potentially significant***.

[22] Native American Heritage Commission. *1625 Buchanan Rd, Pittsburg, CA 94565 Project, Contra Costa County.* June 28, 2022.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

V-1. *Prior to approval of Improvement Plans, plans shall be reviewed by the Pittsburg Community Development Department to ensure the following note is included:*

If any prehistoric or historic artifacts, or other indications of cultural deposits are found once ground disturbing activities are underway, all work within the vicinity of the find(s) shall cease, the Community Development Department shall be notified, and the find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique paleontological or archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available (CEQA Guidelines Section 15064.5). Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code Sections 21083 and 21087).

V-2. *Prior to approval of Improvement Plans, plans shall be reviewed by the Pittsburg Community Development Department to ensure the following note is included:*

In the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the County Coroner has been notified to determine if an investigation into the cause of death is required. If the coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. If the Native American Heritage Commission is unable to identify a most likely descendant or most likely descendant fails to make a recommendation within 48 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner, then the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.

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

Discussion

a,b. The main forms of available energy supply are electricity and oil. A description of the 2019 California Green Building Standards Code (CALGreen Code) and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2019 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11) is a portion of the CBSC, which became effective on January 1, 2020.[23] The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' MWELO, or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2019 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy efficiency measures from the 2016 Building Energy Efficiency Standards. The 2019 Building Energy Efficiency Standards are in effect for building permit applications submitted after January 1, 2020.

[23] California Building Standards Commission. *California Green Building Standards Code*. Available at: https://www.dgs.ca.gov/BSC/CALGreen. Accessed March 2022.

Energy reductions relative to previous Building Energy Efficiency Standards are achieved through various regulations, including requirements for the use of high-efficacy lighting, improved water heating system efficiency, and high-performance attics and walls. For nonresidential buildings, hotels, motels, and high-rise residential buildings, the most significant changes in compliance with the 2019 standards are in lighting design.[24] Other changes in compliance include alterations to a development's envelope, mechanical systems, and covered processes.

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction.

The CARB prepared the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan),[25] which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The In-Use Off-Road Diesel Vehicle Regulation and idling restriction regulations described above, with which the

[24] California Energy Commission. *California Energy Commission 2019 Building Energy Efficiency Standards What's New for Nonresidential*. Available at: https://www.energy.ca.gov/media/3455. Accessed March 2022.

[25] California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. Available at: https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/2030sp_pp_final.pdf. Accessed March 2022.

proposed project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

Following implementation of the proposed project, PG&E would provide electricity and natural gas to the project site. Energy use associated with operation of the proposed project would be typical of convenience store/gas station uses, requiring electricity and natural gas for interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC), electronic equipment, machinery, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric- or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by employee commutes, patrons to the project site, and the movement of goods.

The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project by PG&E would comply with the State's Renewables Portfolio Standard, which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Thus, a portion of the energy consumed during project operations would originate from renewable sources.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✖	☐
ii. Strong seismic ground shaking?	☐	☐	✖	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	✖	☐
iv. Landslides?	☐	☐	✖	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	✖	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	✖	☐	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	✖	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	✖	☐	☐

Discussion

The following discussion is based primarily on a Geotechnical Engineering Investigation prepared by Krazan & Associates Inc. for the proposed project (see Appendix C).[26]

ai,aii. According to the City's General Plan EIR, Eastern Contra Costa County, like the San Francisco Bay Area as a whole, is located in a seismically active region. Major earthquakes have occurred in the vicinity of Pittsburg in the past and can be expected to occur again in the future. Seven major faults are located near the project site: the Great Valley fault, the Greenville fault, the Concord/Green Valley fault, the Mount Diablo fault, the Calaveras fault, the Hayward fault, and the West Napa fault. In addition, the San Andreas fault is located approximately 40 miles west of the site.

Although known fault systems exist within proximity to the project site, the project site is not located within the boundaries of an Earthquake Fault Zone, as designated pursuant to the Alquist-Priolo Earthquake Fault Zoning Act; therefore, fault rupture hazard is not a significant geologic hazard at the site.[27] Nonetheless, due to the site's proximity to nearby active faults, the project site could be subject to moderate to severe (design-level) earthquakes and associated seismic ground shaking. However, the proposed buildings would be properly engineered in accordance with the CBSC, which includes engineering

[26] Krazan & Associates, Inc. *Geotechnical Engineering Investigation Proposed Convenience Store, Gas Station, and Car Wash 1625 S. Buchanan Pittsburg, California.* June 5, 2017.

[27] *Ibid.*

standards appropriate for the seismic area in which the project site is located. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage, 2) resist moderate earthquakes without structural damage but with some nonstructural damage, and 3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. Conformance with the design standards is enforced through building plan review and approval by the City of Pittsburg Building Division prior to the issuance of building permits. Proper engineering of the proposed project would ensure that seismic-related effects would not cause substantial impacts.

Therefore, a ***less-than-significant*** impact would occur related to the potential for substantial adverse effects, including the risk of loss, injury, or death, involving seismic rupture of a known earthquake fault or strong seismic ground shaking.

aiii, aiv. The potential effects resulting from implementation of the proposed project related to liquefaction and landslides are discussed in detail below.

Liquefaction

Soil liquefaction results from loss of strength during cyclic loading, such as that which is imposed by earthquake ground shaking. Soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded, and fine-grained sediment. According to the Geotechnical Engineering Investigation prepared for the proposed project, due to the relative density of the granular soils encountered at the site, the moderate penetration resistance measured, as well as the anticipated low to moderate seismicity of the area, the potential for liquefaction at the site is low.[28] Thus, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death associated with seismic-related ground failure, including liquefaction.

Landslide

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The project site does not contain, and is not located adjacent to, any such slopes. Thus, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

Conclusion

Based on the above, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction or landslides. Therefore, a ***less-than-significant*** impact would occur.

b. Issues related to erosion are discussed in Section X, Hydrology and Water Quality, of this IS/MND. As noted therein, the proposed project would not result in substantial soil erosion or the loss of topsoil. Thus, a ***less-than-significant*** impact would occur.

c,d. Effects related to liquefaction and landslides are discussed in question 'aiii, aiv,' above. Therefore, the following discussion focuses on the potential effects resulting from implementation of the proposed project related to lateral spreading, subsidence/settlement, and expansive soils.

[28] Krazan & Associates, Inc. *Geotechnical Engineering Investigation Proposed Convenience Store, Gas Station, and Car Wash 1625 S. Buchanan Pittsburg, California.* June 5, 2017.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. Given that the project site does not contain any free faces, and liquefaction is not expected to occur on-site, lateral spreading would not pose a risk to the proposed development.

Subsidence and Expansive Soils

When subsurface earth materials move, the movement can cause the gradual settling or sudden sinking of ground. The phenomenon of settling or sinking ground is referred to as subsidence, or settlement. Expansive soils are soils which undergo significant volume change with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted, potentially resulting in damage to building foundations.

As part of the Geotechnical Engineering Investigation prepared for the proposed project, on-site subsurface soil conditions were explored by drilling five borings to depths ranging from approximately 10 to 50 feet below existing site grade, using a truck-mounted drill rig. Laboratory tests were performed on selected soil samples to evaluate the physical characteristics and engineering properties of the on-site soils.

According to the Geotechnical Engineering Investigation, the on-site surface soils in areas not currently covered by existing pavement consisted of approximately six to 12 inches of very loose gravelly silty sand or soft sandy clay, which, when disturbed, have low strength characteristics, and are highly compressible when saturated. Beneath the loose surface soils and pavement, approximately three to eight feet of fill material was encountered on-site. According to the laboratory testing, the fill material had varying strength characteristics ranging from loosely placed to compacted. In addition, soils beneath the fill material consisted of approximately three to four feet of very stiff to hard sandy clay, which were determined to be moderately strong, slightly compressible and have a high shrink/swell potential.[29]

Due to the potential for settlement to occur within the surface soils, the Geotechnical Engineering Investigation concluded that the surface soils within the project site would not be suitable for support of structures or pavement. As such, the report concluded that that the surface soils be recompacted prior to development of the proposed project. In addition, the Geotechnical Engineering Investigation concluded that the on-site clayey soils appear to have a high shrink/swell potential. Therefore, the report recommended that the on-site fill soils be excavated and stockpiled so that the native soils can be properly prepared, and that slab-on-grade and exterior flatwork areas be supported by at least 30 inches of non-expansive Engineered Fill. Thus, without proper implementation of the recommendations included in the Geotechnical Engineering Investigation a potential exists for subsidence and expansive soils to pose a risk to the proposed development.

[29] Krazan & Associates, Inc. *Geotechnical Engineering Investigation Proposed Convenience Store, Gas Station, and Car Wash 1625 S. Buchanan Pittsburg, California.* June 5, 2017.

Conclusion

Based on the above, the proposed project would not result in potential hazards or risks related to liquefaction, landslides, or lateral spreading. However, the potential exists for subsidence and expansive soils to pose a risk to the proposed development. Therefore, the proposed project could create substantial direct or indirect risks to life or property and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

VII-1. *Prior to approval of any improvement plans, all engineering recommendations provided in the site-specific Geotechnical Engineering Report Investigation prepared for the proposed project by Krazan & Associates, Inc. shall be incorporated into project improvement plans, prepared by a licensed civil engineer. The recommendations shall include, but not necessarily be limited to, slabs on grade supported by a uniform layer of imported non-expansive engineered fill, applicable compaction of near surface soils, applicable stabilization of the bottom of excavations, and site demolition activities, which shall include removal of all surface obstructions not intended to be incorporated into final site design. The site demolition activities shall also specify that undocumented fill, and/or utility lines encountered during demolition and construction shall be properly removed and the resulting excavations backfilled with imported non-expansive engineered fill. Compliance with all recommendations specified in the Geotechnical Engineering Investigation shall be verified by a licensed geotechnical engineer; and proof of compliance shall be provided to the City Engineer for review and approval.*

e. Sewer service for the proposed project would be provided by construction of a new sewer main which would connect to an existing sewer line within Buchanan Road, and wastewater would be directed to the Delta Diablo wastewater treatment plant. The construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f. While archaeological resources have been discovered the City of Pittsburg, the General Plan does not consider the City to be a potential site for paleontological resources. Nonetheless, unknown paleontological resources have the potential to be discovered during grading, paving, and construction of the proposed project.

As noted in the City's General Plan, the City is underlain by alluvium, which consists mainly of unconsolidated gravel, sand, silt, and clay deposits. Such soil types are not considered unique geologic features and are common within the geographic area of the City. Furthermore, the City's General Plan does not note the existence of any unique geologic features within the City. Consequently, implementation of the proposed project would not be anticipated to have the potential to result in direct or indirect destruction of unique geologic features.

Although the proposed project would not have the potential to result in the destruction of unique geologic features, paleontological resources could exist within the project site. Should previously unknown paleontological resources exist within the project site, ground-disturbing activity, such as grading, trenching or excavating, associated with implementation of the proposed project would have the potential to disturb or destroy such features. Consequently, the proposed project could result in the direct or indirect destruction of a unique paleontological resource and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

VII-4. *Implement Mitigation Measure V-I.*

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	✖	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	✖	☐

Discussion

a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to operations under the proposed Use Permit would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O). Potential sources of GHG emissions related to the proposed project would include changes to the amount of natural gas combusted within the project site, mobile sources or vehicles, and electricity usage. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

The BAAQMD developed a threshold of significance for project-level GHG emissions in 2009. The BAAQMD's approach to developing the threshold was to identify a threshold level of GHG emissions for which a project would not be expected to substantially conflict with existing California legislation. At the time that the thresholds were developed, the foremost legislation regarding GHG emissions was AB 32, which established an emissions reductions goal of reducing statewide emissions to 1990 levels by 2020.[30] The GHG emissions threshold of significance recommended by BAAQMD to determine compliance with AB 32 is 1,100 $MTCO_2e$/yr. If a project generates GHG emissions above the BAAQMD's adopted threshold level, the project is considered to generate significant GHG emissions and conflict with AB 32.

It should be noted that the foregoing threshold is intended for use in assessing operational GHG emissions only. Construction of a proposed project would result in GHG emissions over a short-period of time in comparison to the operational lifetime of the project. To capture the construction-related GHG emissions due to buildout of the proposed project, such emissions are amortized over the operational lifetime of the project and added to the operational GHG emissions. Given that construction-related GHG emissions would not occur concurrently with operational emissions and would cease upon completion of

[30] Bay Area Air Quality Management District. *California Environmental Quality Act Guidelines Update: Proposed Thresholds of Significance*. December 7, 2009.

construction activities, combining the two emissions sources represents a conservative estimate of total project GHG emissions.

Since the adoption of BAAQMD's GHG thresholds of significance, the State legislature has passed Senate Bill (SB) 32, which builds upon AB 32 and establishes a statewide GHG reduction target of 40 percent below 1990 levels by 2030. Considering the legislative progress that has occurred regarding statewide reduction goals since the adoption of BAAQMD's standards, the emissions thresholds presented above would determine whether a proposed project would be in compliance with the 2020 emissions reductions goals of AB 32, but would not necessarily demonstrate whether a project would be in compliance with SB 32. In accordance with the changing legislative environment, the BAAQMD has begun the process of updating their CEQA Guidelines; however, updated GHG thresholds of significance have not yet been adopted. In the absence of BAAQMD-adopted thresholds to assess a project's compliance with SB 32, the City has chosen to consider additional GHG emissions thresholds.

The BAAQMD has determined that projects with operational emissions equal to or less than 1,100 $MTCO_2e$/year would comply with the emission reductions target of 1990 levels by 2020 set forth by AB 32. SB 32 requires that by 2030 statewide emissions be reduced by 40 percent beyond the 2020 reduction target set by AB 32; therefore, in the absence of specific guidance from BAAQMD or the CARB, the City assumes that in order to meet the reduction targets of SB 32, a proposed project would be required to reduce emissions by the year 2030 by an additional 40 percent beyond the emissions reductions currently required by BAAQMD for compliance with AB 32. Assuming a 40 percent reduction from current BAAQMD targets would be in compliance with SB 32, a proposed project would be in compliance with SB 32 if the project's emissions in 2030 did not exceed 660 $MTCO_2e$/year.

In addition to the quantitative thresholds described above, the City has also determined that a qualitative analysis assessing the project's compliance with the CARB's *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan) is warranted. The CARB's 2017 Scoping Plan establishes a strategy to meet California's 2030 GHG targets; accordingly, should the project be shown to comply with the 2017 Scoping Plan, the proposed project would be considered consistent with Statewide reduction targets for the year 2030. Based on recommendations from BAAQMD, a project's compliance with the local actions contained in Appendix B of the 2017 Scoping Plan may be used to assess a project's compliance with the 2017 Scoping Plan and, thus, consistency with SB 32.[31] Furthermore, the proposed project has been assessed for consistency with the goals of the Plan Bay Area 2040, which acts as an applicable local plan adopted for the purpose of reducing the emissions of GHG.

By using the BAAQMD thresholds of significance for GHG, the updated SB 32 thresholds discussed above, and evaluating the project's consistency with applicable plans, the City would comply with Section 15064.4(b)(3) of the CEQA Guidelines, which suggests that lead agencies consider the extent that the project would comply with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction of GHG emissions.

[31] Flores, Areana, Bay Area Air Quality Management District. Personal communication [phone], Jacob Byrne, Senior Associate/Air Quality Technician, Raney Planning & Management. September 17, 2019.

Consistency with 2017 Scoping Plan

Appendix B to the CARB's 2017 Scoping Plan provides examples of potentially feasible mitigation measures that could be considered to assess a project's compliance with the State's 2030 GHG emissions reductions goals. The project's consistency with the applicable Local Actions within the 2017 Scoping Plan is assessed in Table 5 below.

Table 5
Project Consistency with the 2017 Scoping Plan

Suggested Measure	Consistency Discussion
Construction	
Enforce idling time restrictions for construction vehicles.	As required by CARB standards, idling times for on-road and off-road construction vehicles associated with the proposed project would be limited to five minutes or less. Thus, the proposed project would comply with the suggested measure.
Require construction vehicles to operate with the highest tier engines commercially available.	The project applicant has not committed to using construction equipment that complies with the highest tier engines commercially available. However, construction emissions would be below the BAAQMD's thresholds.
Divert and recycle construction and demolition waste, and use locally-sourced building materials with a high recycled material content to the greatest extent feasible.	The CALGreen Code requires the diversion of construction and demolition waste, and the proposed project would be required to comply with the requirements within the most up-to-date CALGreen Code. Thus, the project would be considered to comply with the suggested measure.
Minimize tree removal, and mitigate indirect GHG emissions increases that occur due to vegetation removal, loss of sequestration, and soil disturbance.	As part of the site preparation, 17 of the existing 20 on-site trees would be removed. However, as part of the landscaping plan, approximately 62 new trees, as well as several shrubs and other plants are proposed to be planted. Therefore, project landscaping would result in an increase in approximately 42 trees on-site compared to the existing site conditions, and the project would comply with the suggested measure.
Utilize existing grid power for electric energy rather than operating temporary gasoline/diesel powered generators.	The contractor would use existing grid electricity to the extent feasible. However, the possibility exists that temporary generators will be used for electricity in instances where grid electricity is not accessible. Overall, the project would be considered to generally comply with the suggested measure.
Increase use of electric and renewable fuel powered construction equipment and require renewable diesel fuel where commercially available.	The project applicant has not committed to the use of alternatively fueled construction equipment. Furthermore, the commercial availability of renewable diesel in the project area is currently unknown. Consequently, at this time, the project would not comply with this suggested measure.
Require diesel equipment fleets to be lower emitting than any current emission standard.	The project applicant has not committed to reducing emissions from the construction fleet beyond any current emissions standards. However, construction emissions would be below the BAAQMD's thresholds.
Operations	
Comply with lead agency's standards for mitigating transportation impacts under SB 743.	The proposed project would involve the construction of a convenience market and gas station in close proximity to single-family residences. As such, the project offers

Table 5
Project Consistency with the 2017 Scoping Plan

Suggested Measure	Consistency Discussion
	an option for such services within the vicinity of existing single-family residences, and could result in an overall decrease in VMT. Thus, the project is considered to comply with the suggested measure.
Require on-site EV charging capabilities for parking spaces serving the project to meet jurisdiction-wide EV proliferation goals.	Per the 2019 CALGreen Code, the project is required to provide the infrastructure necessary to facilitate installation of EV charging systems in six percent of total on-site parking spaces. Compliance with the 2019 CALGreen Code would ensure that the proposed project provides sufficient EV charging infrastructure to comply with this suggested measure.
Dedicate on-site parking for shared vehicles.	The proposed project would include dedicated parking for shared vehicles, as shown on the project site plan. As such, the project would comply with this measure.
Provide adequate, safe, convenient, and secure on-site bicycle parking and storage in multi-family residential projects and in non-residential projects.	According to Section 18.78.045 of the Pittsburg Municipal Code, the proposed project would be required to provide six on-site bicycle parking spaces. However, it should be noted that considering the project would include a gas station and car wash, it is anticipated that the majority of future customers of the proposed project would access the site by motor vehicle. Nonetheless, the proposed project would comply with this measure.
Provide on- and off-site safety improvements for bike, pedestrian, and transit connections, and/or implement relevant improvements identified in an applicable bicycle and/or pedestrian master plan.	Pedestrian access to the project site would be provided by existing sidewalks on Buchanan Road, Loveridge Road, Ventura Drive and Meadows Avenue. The project would maintain all existing sidewalks, and would not conflict with any applicable transportation master plans. In addition, bicycle lanes currently exist along both sides of Buchanan Road, and the project site is located within 500 feet of two existing bus stops. Consequently, the project would comply with the suggested measure.
Require on-site renewable energy generation.	The proposed project would include on-site renewable energy systems (i.e., rooftop solar panels) sufficient to generate 10,000 kWh of electricity. Consequently, the project would comply with the suggested measure.
Prohibit wood-burning fireplaces in new development, and require replacement of wood-burning fireplaces for renovations over a certain size development.	The proposed project would not include wood-burning fireplaces. Thus, the proposed project would comply with the suggested measure.
Require cool roofs and “cool parking” that promotes cool surface treatment for new parking facilities as well as existing surface lots undergoing resurfacing.	The 2019 Building Energy Efficiency Standards contain requirements for the thermal emittance, three-year aged reflectance, and Solar Reflectance Index (SRI) of roofing materials used in new construction and re-roofing projects. Such standards, with which the project would be required to comply, would help to reduce heating and cooling costs associated with the proposed project. Therefore, the proposed project would generally comply with the suggested measure.
Require solar-ready roofs.	As noted above, the proposed project would include the installation of rooftop solar panels. Consequently, the project would comply with the suggested measure.

Table 5
Project Consistency with the 2017 Scoping Plan

Suggested Measure	Consistency Discussion
Require organic collection in new developments.	California state legislature AB 1826 requires commercial and multi-family customers to subscribe to organics recycling. Therefore, the proposed commercial development would be required to include organic collection, and organic composting is mandatory for all businesses and institutions with four or more cubic yards of garbage service. In addition, the disposal of solid waste, including food waste, is regulated under Chapter 8.048, Rubbish Removal and Disposal, of the City's Municipal Code. Thus, the proposed project would include organic collection and the project would comply with the suggested measure.
Require low-water landscaping in new developments (see CALGreen Divisions 4.3 and 5.3 and the Model Water Efficient Landscape Ordinance [MWELO], which is referenced in CALGreen). Require water efficient landscape maintenance to conserve water and reduce landscape waste.	Project landscaping has been designed to integrate low and moderate water use plants to the maximum extent feasible. Landscaping within the project site would be required to comply with the CALGreen Code and all water efficiency measures therein, including the MWELO or any similar regulations adopted by the City of Pittsburg. Accordingly, the proposed project would comply with this measure.
Achieve Zero Net Energy performance building standards prior to dates required by the Energy Code.	The project applicant has not committed to achieving Zero Net Energy. However, the project would include electricity generation through the proposed rooftop solar panels. In addition, it should be noted that the CBSC does not require new commercial development to achieve Zero Net Energy at this time.
Encourage new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge.	The project applicant has not committed to achieving third-party green building certification. However, the project would comply with all applicable standards included in the 2019 CALGreen Code.
Require the design of bike lanes to connect to the regional bicycle network.	Class II bike lanes exist along on Buchanan Road, Loveridge Road and on portions of Somersville Road. According to the Traffic Impact Analysis Report prepared for the proposed project, existing bicycle facilities provide adequate connectivity between the project site and the adjacent neighborhoods. The project would not include any new bicycle lanes on-site, as on-site vehicle circulation would be limited primarily to parking and vehicle fueling areas. Given that the project would not conflict with existing or planned bicycle facilities, the project would comply with the suggested measure.
Expand urban forestry and green infrastructure in new land development.	Project landscaping would result in an increase in the total number of trees on-site, compared to the existing site conditions, Therefore, the project would expand urban forestry and comply with the suggested measure.
Require preferential parking spaces for park and ride to incentivize carpooling, vanpooling, commuter	Per the 2019 CALGreen Code, the project would include provision of the infrastructure necessary to facilitate installation of EV charging systems in six percent of total

Table 5
Project Consistency with the 2017 Scoping Plan

Suggested Measure	Consistency Discussion
bus, electric vehicles, and rail service use.	on-site parking spaces. The project applicant has not committed to the provision of any dedicated vanpool or carpool spaces. However, it should be noted that carpool spaces are typically more effective for high employment-generating uses, such as office complexes, and are not necessarily appropriate for local-serving commercial developments such as the proposed project. Overall, the project would partially comply with the suggested measure.
Require the installation of energy conserving appliances such as on-demand tank-less water heaters and whole-house fans.	The proposed project would be required to comply with the 2019 Building Energy Efficiency Standards, a component of the CBSC, which includes standards related to installation of energy-efficient appliances. Thus, the project would generally comply with the suggested measure.
Require each residential and commercial building equip buildings [sic] with energy efficient AC units and heating systems with programmable thermostats/timers.	The proposed project would be required to comply with the 2019 Building Energy Efficiency Standards, a component of the CBSC, which includes standards related to energy-efficient heating and cooling systems. Thus, the project would generally comply with the suggested measure.
Require large-scale residential developments and commercial buildings to report energy use, and set specific targets for per-capita energy use.	The proposed project would not be considered a large-scale commercial building. As such, this measure is not applicable to the proposed project.
Require each residential and commercial building to utilize low flow water fixtures such as low flow toilets and faucets (see CALGreen Divisions 4.3 and 5.3 as well as Appendices A4.3 and A5.3).	The proposed project would be required to comply with the non-residential water efficiency regulations within the CALGreen Code. Thus, the proposed project would comply with the suggested measure.
Require the use of energy-efficient lighting for all street, parking, and area lighting.	All proposed exterior lighting would be LED type, consistent with the 2019 Building Energy Efficiency Standards. Thus, the proposed project would comply with the suggested measure.
Require the landscaping design for parking lots to utilize tree cover and compost/mulch.	The project would be required to comply with the landscaping development standards set forth in Section 18.52.115 of the City's Municipal Code. The preliminary landscaping plans include tree planting throughout the proposed parking areas, and note that all landscaped areas would include a three-inch layer of bark. Thus, the proposed project would comply with the suggested measure.
Incorporate water retention in the design of parking lots and landscaping, including using compost/mulch.	The proposed project would include the use of bark within all landscaped areas to aid in water retention. In addition, a bioretention basin is proposed in the northern portion of the project site, which would allow stormwater runoff from paved areas to infiltrate underlying soils. Thus, the proposed project would comply with the suggested measure.

Table 5
Project Consistency with the 2017 Scoping Plan

Suggested Measure	Consistency Discussion
Require the development project to propose an off-site mitigation project which should generate carbon credits equivalent to the anticipated GHG emission reductions. This would be implemented via an approved protocol for carbon credits from California Air Pollution Control Officers Association (CAPCOA), the California Air Resources Board, or other similar entities determined acceptable by the local air district. The project may alternatively purchase carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the local air district.	The suggested mitigation measures included in the 2017 Scoping Plan are not considered to be requirements for local projects under CEQA, but instead represent options for projects to demonstrate compliance with the 2017 Scoping Plan. The inclusion of GHG off-set mitigation projects or the purchase of carbon credits is typically dependent on a project's exceedance of previously identified quantitative GHG thresholds. Considering that the project is not expected to exceed BAAQMD's GHG emissions threshold, the project would not be required to purchase GHG reduction credits. As such, the suggested measure is not applicable to the proposed project.

Source: California Air Resources Board. AB 32 Scoping Plan [Appendix B]. Accessible at: https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm. Accessed August 2020.

As shown in Table 5, the proposed project would generally comply with the majority of the suggested measures. Because the 2017 Scoping Plan is the CARB's strategy for meeting the State's 2030 emissions goals established by SB 32, the project would be considered to comply with SB 32.

Consistency with Plan Bay Area 2050

The San Francisco Bay Area's Plan Bay Area 2050 has been prepared jointly by the San Francisco Bay Area MTC and the ABAG. Plan Bay Area 2050 is a long-range regional plan intended to provide a strategy for the reduction of GHG emissions and air pollutants within the San Francisco Bay Area. The Plan Bay Area 2050 serves as a Regional Transportation Plan and Sustainable Communities Strategy (SCS). As an SCS, the Plan Bay Area 2050 is required to comply with regional targets for reducing GHG emissions through the integration of transportation and land use planning. ABAG has not provided a specified means of identifying an individual development project's compliance with the Plan Bay Area 2050. However, for the purposes of this analysis, the conformance of the proposed project with the overall goal of the Plan Bay Area 2050 to reduce regional GHG emissions is generally considered.

By providing access to a GDF and a car wash in close proximity to existing residences, the project would shorten the drive distances currently needed for local residents to have access to fuel. As such, as discussed further in Section XVII, Transportation, of this IS/MND, implementation of the proposed project would reduce local vehicle miles traveled (VMT) [32] and thereby reduce mobile-sourced GHG emissions associated with the project.

[32] Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

Based on the above, the proposed project would not conflict with the Plan Bay Area 2050.

GHG Emissions Thresholds

Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Neither the City nor BAAQMD has an adopted threshold of significance for construction-related GHG emissions and does not require quantification. Nonetheless, the proposed project's construction GHG emissions have been estimated.

The proposed project's construction-related and operational GHG emission estimations were conducted using CalEEMod and the same assumptions discussed in the Air Quality section, above, and are included in Appendix A. The emissions estimates prepared for the proposed project determined that unmitigated project construction would result in total GHG emissions of 372.18 $MTCO_2e$ over the course of approximately two years. In the analyses below, the construction GHG emissions are amortized over the anticipated 30-year lifetime of the proposed project.[33]

Compliance with AB 32

As shown in Table 6, the project's total unmitigated annual GHG emissions in the first year of project operation, 2024, including amortized construction-related emissions, were estimated to be approximately 283.41 $MTCO_2e$/yr, which would be below BAAQMD's 1,100 $MTCO_2e$/yr threshold of significance for GHG emissions. Thus, the proposed project would not conflict with the emissions reduction targets of AB 32.

Table 6
Unmitigated Annual Project GHG Emissions (2024)

Source	Annual GHG Emissions ($MTCO_2e$/yr)
Operational GHG Emissions:	271.00
Area	*0.0006*
Energy	*11.31*
Mobile	*259.62*
Waste	*0.00*
Water	*0.17*
Amortized Construction GHG Emissions:	12.41
Project Total Annual GHG Emissions	**283.41**
BAAQMD AB 32 Threshold	**1,100**
Source: CalEEMod, March 2022.	

Compliance with SB 32

As shown in Table 7, the project's total unmitigated annual GHG emissions in the year 2030, including amortized construction-related emissions, were estimated to be approximately 252.86 $MTCO_2e$/year. Thus, implementation of the proposed would result in emissions well below the 660 $MTCO_2e$/year threshold used for this analysis for GHG emissions in the year 2030. Thus, the proposed project would not conflict with the emissions reduction targets of SB 32.

[33] South Coast Air Quality Management District. 2008. *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf. Accessed October 2020.

Table 7
Unmitigated Annual Project GHG Emissions (2030)

Source	Annual GHG Emissions ($MTCO_2e$/yr)
Operational GHG Emissions:	240.45
Area	*0.0006*
Energy	*11.31*
Mobile	*228.97*
Waste	*0.00*
Water	*0.17*
Construction-Related GHG Emissions:	12.41
Project Total Annual GHG Emissions	**252.86**
SB 32 Threshold	**660**
Source: CalEEMod, March 2022.	

Conclusion

Considering that the project's GHG emissions would be below BAAQMD's quantitative thresholds and the updated SB 32 thresholds discussed above, and the project would be generally consistent with the measures within the 2017 Scoping Plan and would not conflict with the Plan Bay Area 2040, the proposed project would not interfere with or impede the City's efforts to reduce GHG emissions. Therefore, impacts would be considered ***less than significant***.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	✖	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	✖
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	✖
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	✖
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

Discussion

a. Projects that involve the routine transport, use, or disposal of hazardous materials are typically industrial in nature, whereas the proposed project is commercial. The proposed project's gas station component would involve the routine transport and use of gasoline and diesel fuels through the gas station's underground storage tanks (USTs), as well as the storage and selling of automotive fluids through the location's convenience store. However, fuel pump dispensers at the gas station would be required to be equipped with automatic shutoffs and other safety devices and signage as required by applicable fire, building, and health codes. In accordance with CCR, Title 23, Section 2635(b), USTs would be required to have spill containment and overfill prevention systems. In addition, all operations that include hazardous materials within the City of Pittsburg are regulated through Chapter 18.84, Article VI, of the Pittsburg Municipal Code, and are required to obtain a Use Permit from the City, as well as a permit under the Uniform Fire Code adopted by the City. To house hazardous materials, a permit is needed from Contra Costa Fire Protection District, which would review the hazardous materials release plan for the use of hazardous materials on the project site.

As the proposed project would be required to comply with all applicable local and State provisions regarding the routine transport and use of gasoline and diesel fuels on-site, impacts related to the routine transport, use, or disposal of hazardous materials would be ***less-than-significant***.

b. The following discussion is based primarily on a Phase I Environmental Site Assessment (ESA) prepared by Krazan & Associates, Inc. for the proposed project (Appendix D).[34] The Phase I ESA includes an analysis of hazardous and toxic materials that could be used on the project site during construction activities, as well as existing hazardous materials known to be present on the site. The following potential areas of concern were identified in connection with the site.

Construction Activities

Construction and demolition activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local City and County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Compliance with such regulations would ensure that the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment during construction activities, particularly associated with construction equipment.

Existing On-Site Conditions

A review of historical records and aerial photographs indicates that the structure located in the southeastern portion of the subject site was originally constructed in 1970 and the excavated area located in the central-northern portion of the subject site was present by at least 1972, suggesting that the former bulk rock/landscape materials and nursery business was likely operating on site by 1972. In addition, the prior on-site development included the routine use of dump trucks and other equipment used for handling and transporting bulk rock/landscape materials. The following includes a discussion of potential impacts associated with the existing on-site conditions.

Underground Storage Tanks

While prior knowledge or records of USTs being located at the project site do not exist, the original development of the project site occurred prior to the creation of local environmental agencies that provide oversight for the installation and removal of USTs. Given the nature of the previous on-site uses, the potential exists for unregistered USTs to be present in the vicinity of the on-site structures.

Existing Debris Piles

During site reconnaissance conducted for the Phase I ESA, remnants of the former on-site nursery and bulk rock/landscaping materials facility were observed in an excavated area located the north-central portion of the project site, including discarded plastic plant pots on the southern embankment and wood pallets and a portion of former bulk rock/landscape materials storage bins in the base of the depression. Additionally, apparent landscape maintenance debris, concrete utility pipe, concrete debris, wood debris, trash, and a soil mound containing concrete debris were observed in the same area of the site and/or within the vacant land located adjacent to the west and southwest

[34] Krazan & Associates, Inc. *Phase I Environmental Site Assessment.* March 3, 2022.

of the excavation. Some of the materials/debris observed in the central portion of the subject site appeared to be consistent with demolition debris from former on-site bulk materials storage bins. However, other debris piles included indications of illegal dumping.

While hazardous materials were not observed in association with the various debris piles, the materials within the central portion of the larger debris piles were not visible. Odors, surface staining, stressed vegetation, or other obvious evidence of the presence of hazardous materials were also not observed in association with the debris/discarded materials; however, the ground surface beneath many of the debris piles was also not visible. Additionally, a significant part of the central and western portions of the project site were covered with dense vegetation approximately one to three feet in height, and the possibility exists that additional debris may be present within portions of the project site that were not visible at the time of the site reconnaissance. Consequently, the potential exists that some of the on-site debris was illegally dumped; thereby, the potential exists that hazardous materials may be present. Furthermore, while evidence of soil contamination was not observed, the possibility exists that the soil underlying the on-site debris pile may be contaminated.

It should be noted that during the site reconnaissance, a 55-gallon steel drum of unknown content was observed resting on unpaved ground in the eastern portion of the project site However, odors, surface staining, stressed vegetation or other evidence of a release of hazardous materials was not noted in association with the drum. In addition, prior to initiation of the proposed project, the current occupant of the project site stated that all of the materials associated with the currently on-site business will be removed, leaving the building and surrounding exterior storage areas empty. Therefore, the 55-gallon steel drum would be transported off-site for proper recycling/disposal by a licensed contractor prior to project initiation, and would not present a risk of release of hazardous materials.

Asbestos-Containing Materials and Lead-Based Paint

Asbestos is the name for a group of naturally occurring silicate minerals that are considered to be “fibrous” and, through processing, can be separated into smaller and smaller fibers. The fibers are strong, durable, chemical resistant, and resistant to heat and fire. They are also long, thin, and flexible, such that they can be woven into cloth. Because of the above qualities, asbestos was considered an ideal product and has been used in thousands of consumer, industrial, maritime, automotive, scientific, and building products. However, later discoveries found that, when inhaled, the material caused serious illness.

For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation (boiler insulation, pipe lagging, and related materials) and surface materials must be designated as “presumed asbestos-containing material” unless proven otherwise through sampling in accordance with the standards of the Asbestos Hazard Emergency Response Act. According to the Phase I ESA, the on-site buildings were constructed in 1970. Therefore, the potential exists that asbestos-containing materials were used in the construction of the on-site structures.

Lead-based paint (LBP) is defined by federal guidelines as any paint, varnish, stain, or other applied coating that has one milligram of lead per square centimeter or greater. Lead is a highly toxic material that may cause a range of serious illnesses, and in some cases death. Structures built prior to 1978 are expected to contain LBP. As previously mentioned, the existing structures on the property were constructed in 1970. Therefore, the potential exists that LBPs are present in the on-site structures.

Based on the age of the existing on-site buildings, asbestos-containing materials and LBP are presumed to be present. Thus, without implementation of the appropriate safety measures, the proposed project could potentially expose construction workers to LBP and asbestos-containing materials during demolition activities.

Conclusion

Based on the above, evidence of recognized environmental conditions (RECs), controlled RECs or historical RECs was not identified in connection with the project site. However, development of the proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, particularly associated with unregistered USTs, contaminated soils associated with the existing on-site debris, and/or asbestos-containing materials and LBP. Therefore, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

IX-1. *During grading and construction activities, if underground storage tanks (USTs) are encountered, the applicant shall obtain a permit from the Contra Costa County Environmental Health Department and hire a licensed contractor to properly remove the UST, subject to review and approval by the Contra Costa County Environmental Health Department. If soils suspected of being contaminated are encountered in association with the USTs, the soils shall be removed in accordance with RWQCB guidelines. Further remediation, if necessary, and disposal of the soils shall be conducted in accordance with State and federal guidelines, subject to verification by the City of Pittsburg Community Development Department.*

IX-2 *If indicators of apparent soil contamination (soil staining, odors, debris fill material, etc.) are encountered at the debris pile located within the project site, the impacted area(s) should be isolated from surrounding, non-impacted areas. The project environmental professional shall obtain samples of the potentially impacted soil for analysis of the contaminants of concern and comparison with applicable regulatory residential screening levels (i.e., Environmental Screening Levels, California Human Health Screening Levels, Regional Screening Levels, etc.). Where the soil contaminant concentrations exceed the applicable regulatory residential screening levels, the impacted soil shall be excavated and disposed of offsite at a licensed landfill facility to the satisfaction of the City of Pittsburg Community Development Department.*

IX-3. *Prior to issuance of a demolition permit for on-site structures, the project applicant shall consult with certified Asbestos and/or Lead Risk Assessors to complete and submit for review to the Building Department an asbestos and lead survey. If asbestos-containing materials or lead-containing materials are not discovered during the survey, further mitigation related to asbestos-containing materials or lead-containing materials shall not be required. If asbestos-containing materials and/or lead-containing materials are discovered by the survey, the project applicant shall prepare*

a work plan to demonstrate how the on-site asbestos-containing materials and/or lead-containing materials shall be removed in accordance with current California Occupational Health and Safety (Cal-OSHA) Administration regulations and disposed of in accordance with all CalEPA regulations, prior to the demolition and/or removal of the on-site structures. The plan shall include the requirement that work shall be conducted by a Cal-OSHA registered asbestos and lead abatement contractor in accordance with Title 8 CCR 1529 and Title 8 CCR 1532.1 regarding asbestos and lead training, engineering controls, and certifications. The applicant shall submit the work plan to the City of Pittsburg for review and approval. The City has the right to defer the work plan to the Contra Costa County Department of Environmental Health for additional review. Materials containing more than one (1) percent asbestos that is friable are also subject to BAAQMD regulations. Removal of materials containing more than one (1) percent friable asbestos shall be completed in accordance with BAAQMD Section 11-2-303.

c. The nearest school is the Stoneman Elementary School, located approximately 0.49-mile northwest of the site. Therefore, the project site is not located within a quarter mile of any existing or proposed school, and the proposed project would have ***no impact*** related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d. The project site is not included in the California Department of Toxic Substances Control EnviroStor Database.[35] The Envirostor Database includes information provided by the Department of Toxic Substances Control (DTSC) and included in the State's Hazardous Waste and Substances Sites (Cortese) List, which is compiled pursuant to Government Code section 65962.5. Thus, the proposed project would not create a significant hazard to the public or the environment related to being located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5, and ***no impact*** would occur.

e. The nearest airport to the site is the Buchanan Field airport, which is located approximately 10 miles west of the site. As such, the project site is not located within two miles of any public airports or private airstrips, and does not fall within an airport land use plan area. Therefore, ***no impact*** related to a safety hazard for people residing or working in the project area related to such would occur.

f. The City of Pittsburg adopted the City of Pittsburg Emergency Operations Plan in December 2018. The plan provides a basis for future responses to a wide range of hazards and vulnerabilities. The plan outlines the general authority, organization, and response actions for City of Pittsburg staff when disasters occur. The project would not conflict with any of the response actions or general regulations identified in the Emergency Operations Plan. Implementation of the proposed project would not result in any substantial modifications to the existing roadway system. Additionally, the project would include lanes and drive aisles sized to accommodate emergency vehicle access to the site. Because the project would not involve physical changes that would significantly alter the existing roadway network in a manner that would interfere with circulation, the proposed project

[35] California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Available at: https://www.envirostor.dtsc.ca.gov/public/ Accessed March 2022.

would not be anticipated to interfere with any emergency response or evacuation plan. Therefore, a ***less-than-significant*** impact would occur.

g. According to the CAL FIRE Fire and Resource Assessment Program, the project site is not located within or near a State Responsibility Area or lands classified as a Very High Fire Hazard Severity Zone (VHFHSZ).[36] In addition, the site is generally surrounded by existing development. The developed nature of the area surrounding the project site precludes the spread of wildfire to the site. Furthermore, while not located in an area of high wildfire risk, the proposed development on the project site would be required to include adequate fire protection features, such as fire alarms/smoke detectors, as required by State law. Therefore, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, and a ***less-than-significant*** impact would occur.

[36] California Department of Forestry and Fire Protection. *FHSZ Viewer.* Available at: https://egis.fire.ca.gov/FHSZ/. Accessed March 2022.

X. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	✖	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✖	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	✖	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	✖	☐	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	✖	☐	☐
iv. Impede or redirect flood flows?	☐	☐	☐	✖
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	✖
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	✖	☐

Discussion

a, ci-ciii. The following discussion provides a summary of the proposed project's potential to violate water quality standards/waste discharge requirement, alter the drainage pattern of the site resulting in erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or otherwise degrade water quality during construction and operation.

Construction

During the early stages of construction, topsoil would be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality downstream.

The State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in land disturbance of one or more acres. The City's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires a Storm Water Pollution Prevention Plan (SWPPP) to be prepared for the site. A SWPPP describes Best Management Practices (BMPs) to control or minimize pollutants from entering stormwater and must address both

grading/erosion impacts and non-point source pollution impacts of the development project. According to the Preliminary Stormwater Control Plan prepared for the proposed project by dk Consulting, the proposed project would disturb approximately 2.71 acres.[37] Therefore, because the proposed project would disturb greater than one acre of land, the proposed project would be subject to the requirements of the State's General Construction Permit. Furthermore, pursuant to Section 15.88.050 of the City's Municipal Code, the proposed project would be required to submit an erosion and sediment control plan with submittal of the grading permit application. The plan would include erosion and sediment control measures that would be implemented during grading and would be approved by the City Engineer. While implementation of the required SWPPP and BMPs included therein, as well as the submittal of an erosion and sediment control plan, would ensure that the proposed project would not result in a violation of water quality standards and/or degradation of water quality, the aforementioned documents have not yet been prepared as part of the proposed project. Therefore, without preparation of the required documentation, the proposed project could result in a violation of water quality standards and/or degradation of water quality.

Operation

Following completion of project buildout, the areas of the site that were disturbed during construction would be largely covered with impervious surfaces and topsoil would no longer be exposed. As such, the potential for impacts to water quality due to topsoil erosion and siltation would be reduced. However, impervious surfaces on the project site could contribute incrementally to the degradation of downstream water quality through the release of pollutants during storm events. Typical urban pollutants that would likely be associated with the proposed project include sediment, pesticides, oil and grease, metals, and trash.

The City of Pittsburg has adopted the County C.3 Stormwater Standards, which require new development and redevelopment projects that create or alter 10,000 sq. ft. or more of impervious area to contain and treat all stormwater runoff from the project site. According to the Preliminary Stormwater Control Plan prepared for the proposed project, a total of 43,516 sq. ft. of impervious surfaces would be developed on-site as a result of the proposed project. Thus, the project would be subject to the requirements of the SWRCB and the Regional Water Quality Control Board (RWQCB), including the C.3 Standards, which are included in the City's NPDES General Permit. In addition, the proposed project would adhere to Chapter 13.28 of the Municipal Code, which establishes standards for stormwater management and discharge.[38] Prior to issuance of a building permit, the applicant would be required to submit a stormwater control plan that meets the criteria in the most recent version of the Contra Costa Clean Water Program Section C.3 Guidebook. The stormwater control plan would ensure that impacts to water quality standards or waste discharge requirements would not occur during operation of the proposed project. However, a final stormwater control plan has not yet been prepared as part of the proposed project. Therefore, without preparation of the required documentation, the proposed project could result in a violation of water quality standards and/or degradation of water quality.

As shown in the Preliminary Stormwater Control Plan, the proposed project would divide the project site into 21 drainage management areas (DMAs) that would convey stormwater

[37] dk Consulting. *Preliminary Stormwater Control Plan for C-Store/Gas Station Car Wash Pittsburg, California.* December 20, 2018.
[38] City of Pittsburg. *Pittsburg Municipal Code* [Section 13.28.050]. January 22, 2019.

runoff from the project site into two new bioretention facilities, which would be centrally located north of the proposed parking lot (see Figure 4). The bioretention facilities would be designed in accordance with the County C.3 Stormwater Standards, and would include, but not be limited to, design characteristics such as: a 10-inch minimum ponding depth; 18-inch depth "loamy sand" soil mix with a minimum long-term percolation rate of five inches an hour; perforated pipe underdrain bedded in Class 2 perm with a connection and sufficient head to the storm drain or discharge point; and underdrain clean-out ports consisting of vertical, rigid, non-perforated PVC pipe, with a minimum diameter of four inches and a watertight cap. The on-site storm drain system would also include a retention pond for hydromodification on-site, which would be located near the bioretention facilities. The new storm drain system would treat the on-site stormwater runoff prior to being discharged into the City's existing stormwater system, in accordance with the County C.3 Stormwater Standards. In addition, approximately 80 percent of the project site would remain as existing pervious area, or would be developed into landscaped areas following development of the proposed project, which would further provide opportunities for stormwater capture throughout the site. Therefore, during operation, the proposed project would comply with all relevant water quality standards and waste discharge requirement, and would not degrade water quality.

Conclusion

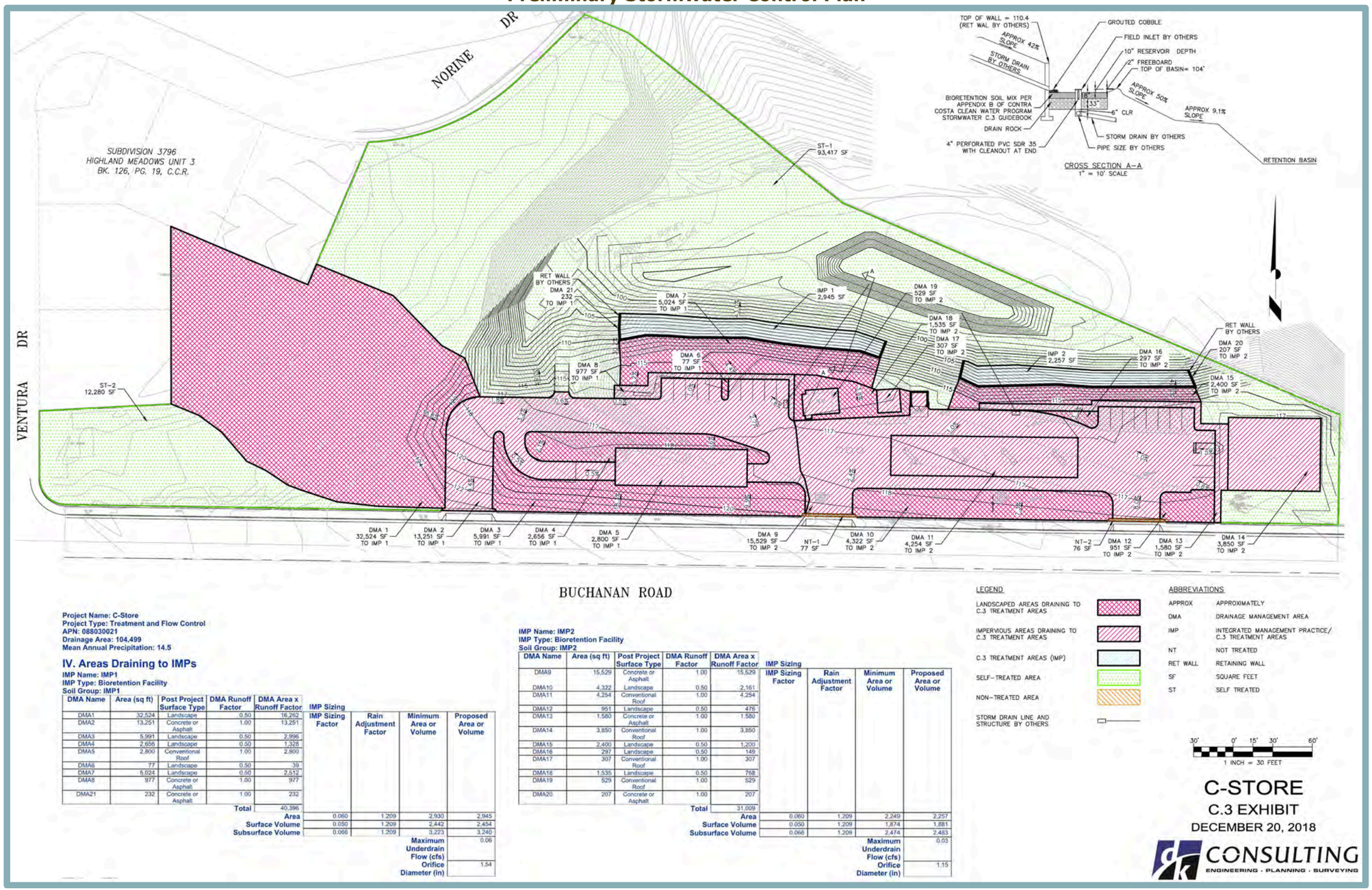
Based on the above, the proposed project would be required to comply with all applicable regulations during construction and operation, would not involve uses associated with the generation or discharge of polluted water, and would be designed to adequately treat stormwater runoff from the site prior to discharge. Therefore, the proposed project would not be expected to result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or 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. However, without the approval of a SWPPP, erosion and sediment control plan, and a final stormwater control plan, a ***potentially significant*** impact could occur with regard to violation of water quality standards and degradation of water quality, should adequate BMPs not be incorporated during construction and operations in accordance with SWRCB regulations.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

X-1. *Prior to issuance of grading permits, the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The developer shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The SWPPP shall be submitted to the Director of Public Works/City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable.*

Figure 4
Preliminary Stormwater Control Plan



Project Name: C-Store
Project Type: Treatment and Flow Control
APN: 088030021
Drainage Area: 104,499
Mean Annual Precipitation: 14.5

IV. Areas Draining to IMPs

IMP Name: IMP1
IMP Type: Bioretention Facility
Soil Group: IMP1

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA1	32,524	Landscape	0.50	16,262					
DMA2	13,251	Concrete or Asphalt	1.00	13,251					
DMA3	5,991	Landscape	0.50	2,996					
DMA4	2,656	Landscape	0.50	1,328					
DMA5	2,800	Conventional Roof	1.00	2,800					
DMA6	77	Landscape	0.50	39					
DMA7	5,024	Landscape	0.50	2,512					
DMA8	977	Concrete or Asphalt	1.00	977					
DMA21	232	Concrete or Asphalt	1.00	232					
			Total	40,396		Area	0.060	1.209	2,930	2,945
						Surface Volume	0.050	1.209	2,442	2,454
						Subsurface Volume	0.066	1.209	3,223	3,240
									Maximum Underdrain Flow (cfs)	0.06
									Orifice Diameter (in)	1.54

IMP Name: IMP2
IMP Type: Bioretention Facility
Soil Group: IMP2

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA9	15,529	Concrete or Asphalt	1.00	15,529					
DMA10	4,322	Landscape	0.50	2,161					
DMA11	4,254	Conventional Roof	1.00	4,254					
DMA12	951	Landscape	0.50	476					
DMA13	1,580	Concrete or Asphalt	1.00	1,580					
DMA14	3,850	Conventional Roof	1.00	3,850					
DMA15	2,400	Landscape	0.50	1,200					
DMA16	297	Landscape	0.50	149					
DMA17	307	Conventional Roof	1.00	307					
DMA18	1,535	Landscape	0.50	768					
DMA19	529	Conventional Roof	1.00	529					
DMA20	207	Concrete or Asphalt	1.00	207					
			Total	31,009		Area	0.060	1.209	2,249	2,257
						Surface Volume	0.050	1.209	1,874	1,881
						Subsurface Volume	0.066	1.209	2,474	2,483
									Maximum Underdrain Flow (cfs)	0.03
									Orifice Diameter (in)	1.15

LEGEND
- LANDSCAPED AREAS DRAINING TO C.3 TREATMENT AREAS
- IMPERVIOUS AREAS DRAINING TO C.3 TREATMENT AREAS
- C.3 TREATMENT AREAS (IMP)
- SELF–TREATED AREA
- NON–TREATED AREA
- STORM DRAIN LINE AND STRUCTURE BY OTHERS

ABBREVIATIONS

APPROX	APPROXIMATELY
DMA	DRAINAGE MANAGEMENT AREA
IMP	INTEGRATED MANAGEMENT PRACTICE/ C.3 TREATMENT AREAS
NT	NOT TREATED
RET WALL	RETAINING WALL
SF	SQUARE FEET
ST	SELF TREATED

30' 0' 15' 30' 60'
1 INCH = 30 FEET

C-STORE
C.3 EXHIBIT
DECEMBER 20, 2018

CONSULTING
ENGINEERING · PLANNING · SURVEYING

X-2. *In addition to a SWPPP, prior to issuance of grading permits, the project applicant shall create an interim and final erosion and sediment control plan which shall include a delineation and brief description of the measures to be undertaken to retain sediment on the site, including but not limited to, the design and specifications of berms and sediment detention basins and a schedule for maintenance. The plan shall also contain a delineation and brief description of the surface runoff and erosion control measures, including but not limited to, types and method of applying mulches, and designs and specifications for diverters, dikes, and drains. The plan shall be reviewed and approved by the City Community Development Department.*

X-3. *The project applicant shall submit a final Stormwater Control Plan and Report compliant with the requirements set forth in the City's most current NPDES permit. The C.3 treatment facilities shall be adequately sized to treat the stormwater runoff from the associated drainage management areas. The grading and/or building plans shall include drawings and specifications necessary to implement all measures in the approved Stormwater Control Plan. Design features shall incorporate low impact development design standards as outlined in the most current edition of the Contra Costa Clean Water Program's C.3 Guidebook. All plans shall be reviewed and approved by the City's Community Development Department.*

b,e. Water supplies for the proposed project would be provided by the City of Pittsburg, which purchases raw water from the CCWD and extracts groundwater. According to the CCWD 2020 Urban Water Management Plan (UWMP),[39] the CCWD is primarily dependent on surface water supplies. Therefore, water demand associated with the proposed project would primarily be met by surface water, and the project would not substantially decrease groundwater supplies.

The City overlies the Pittsburg Plain Groundwater Basin and extracts groundwater using two wells. Approximately 1,353 to 1,480 acre-feet per year of the City's water supply consists of groundwater.[40] The Pittsburg Plain Groundwater Basin is characterized by the California Department of Water Resources as a basin of very low priority, and is not classified as being critically overdrafted.[41] Therefore, the preparation of a groundwater management plan is not required for the Pittsburg Plain Groundwater Basin.

As discussed above, the proposed project would disturb approximately 2.71 acres of the five-acre site, and the remainder of the site would consist of existing pervious surfaces. Additionally, stormwater runoff from the site would be routed to two new bioretention facilities. Consequently, the pervious areas of the site would allow for stormwater infiltration into underlying soils, and the proposed project would not result in substantial interference with groundwater recharge in the area.

Therefore, the proposed project would not substantially decrease groundwater supplies through excess water usage, nor would the project interfere substantially with groundwater

[39] Contra Costa Water District. *2020 Urban Water Management Plan*. June 2021.
[40] City of Pittsburg. *City of Pittsburg 2020 Urban Water Management Plan Final Draft*. July 2021.
[41] California Department of Water Resources. SGMA Data Viewer. Available at: https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#boundaries. Accessed March 2022.

recharge such that the project may impede sustainable groundwater management. In addition, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Thus, a ***less-than-significant*** impact would occur.

civ. According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map number 06013C0326F, the project site is located within an Area of Minimal Flood Hazard (Zone X).[42] The site is not classified as a Special Flood Hazard Area or otherwise located within a 100-year or 500-year floodplain. Therefore, development of the proposed project would not impede or redirect flood flows and ***no impact*** would result.

d. As discussed under question 'civ' above, impacts of the project would not be substantial in regards to redirecting or impeding flood flows as the project site is not located in a special flood hazard zone. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The project site is located approximately 37 miles from the California coastline and approximately 2.25 miles south of the San Francisco Bay tributaries. Therefore, it is not anticipated that the project would be affected by flooding risks associated with tsunamis. Seiches do not pose a risk to the proposed project, as the project site is not located adjacent to a large closed body of water. Based on the above, the proposed project would not pose a risk related to the release of pollutants from project inundation due to flooding, tsunami, or seiche, and a ***no impact*** would occur.

[42] Federal Emergency Management Agency. *Flood Insurance Rate Map 06013C0326F.* Effective June 16, 2009.

XI. LAND USE AND PLANNING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	✖	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	✖	☐

Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land uses so as to change the land use conditions in the surrounding community, or isolate an existing land use. The project site is currently developed with two deteriorated structures in the south-central portion of the site, as well as a cellular tower in the southern portion of the site, and an approximately 18- to 22-foot-deep excavation in the northern portion of the site. The project site does not contain existing housing. Surrounding land uses include Highlands Ranch Park to the south, single-family homes to the north, south, east, and west, and RV and boat storage to the southwest. The proposed project would generally be compatible with the existing surrounding land uses in the project area and would not alter the existing general development trends in the area or isolate an existing land use. Therefore, the proposed project would not physically divide an established community, and a ***less-than-significant*** impact would occur.

b. The project site is currently designated LDR per the City's General Plan and is zoned RS-6. The proposed GPA would change the designation from Low Density Residential to Community Commercial while the Rezone would change the site from RS-6 to CN. The CN District is intended to provide sites for businesses serving the daily needs of nearby residential areas, while establishing development standards that complement the surrounding residential environment and that prevent significant adverse effects on adjoining residential uses. Because the project site is located in an area with residential development, the proposed project could provide services that do not currently exist within the project area.

Given that the project would require a GPA and Rezone, the project would not be consistent with land use policies, plans, and regulations for the current designation. However, the project would be required to comply with all applicable development standards established by Title 18 of the City's Municipal Code. The development standards include maximum lot coverage, maximum building heights, and building setback requirements. In addition, following approval of the GPA and Rezone, the project would be consistent with all land use policies, plans, and regulations for the applicable land use and zoning designation.

As discussed throughout this Initial Study, the proposed project would not result in any significant environmental effects that cannot be mitigated to a less-than-significant level by the mitigation measures provided herein and/or compliance with the City's General Plan policies, and regulations. Accordingly, the proposed project would not conflict with City policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. For example, the proposed project would comply with all relevant City policies and guidelines, including, but not limited to, the standards set forth in Section 18,82.040, Noise; Chapter 18, Article XIX Tree Preservation and Protection; and Chapter 15.88.050, Grading, Erosion, and Sediment Control, of the City's Municipal Code.

Therefore, the project would comply with the City's building standards and General Plan policies adopted for the purpose of avoiding environmental effects. Thus, the proposed project would not 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 and a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	✖
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	✖

Discussion

a,b. According to the City's General Plan, the City contains one of the two places in the San Francisco Bay Area where coal was mined. The discovery of coal in the 1850s led to construction of Black Diamond Mines. However, due to competition from other energy sources, the mine closed in 1949. Currently, the City does not contain any significant mineral deposits or active mining operations. In addition, mining is not an allowed use within the RS-6 or the CN zone, and would not be compatible with the surrounding land uses. Thus, the proposed project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site, and ***no impact*** would occur.

XIII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	✖	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	✖	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✖

Discussion

a. The following sections present information regarding sensitive noise receptors in proximity to the project site, the existing noise environment, and the potential for the proposed project to result in impacts during project construction and operation. The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to dB in this discussion will be A-weighted unless noted otherwise.
- Maximum Sound Level (L_{max}): The maximum sound level over a given time-period.

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. Sensitive receptors in the project vicinity include existing single-family residences to the north, west, and southwest, of the project site. The nearest residence is located approximately 30 feet from the western boundary of the project site. However, the nearest residence to the operational noise generating uses (i.e., the carwash) is located approximately 120 feet away.

Significance Criteria

Section 18.82.040 of the City's Municipal Code limits the generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 AM and 5:00 PM. In addition, the City's General Plan establishes noise thresholds for residential areas which limit exterior noise levels to 65 dB and interior noise levels to 45 dB.

The City of Pittsburg has not established a threshold for significant increases in traffic noise. However, the Federal Interagency Committee on Noise (FICON) has developed guidance for determining increases in traffic noise. Therefore, increases in the ambient noise environment due to the proposed project were evaluated using the criteria developed by FICON. Although the FICON guidelines were originally developed for aircraft

noise impacts, the noise increase thresholds are generally considered appropriate for evaluation of noise increases at noise sensitive uses such as single-family residences. The significance criteria are provided in Table 8, below.

Table 8
FICON Noise Exposure Increases for Determining Level of Significance

Noise Exposure without Project	Potential Significant Impact
< 60 dB CNEL	5 dB or more
60-65 dB CNEL	3 dB or more
>65 dB CNEL	1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON), 2000.

As shown in the table, in areas where the pre-project noise levels range from 60 to 65 dBA, an increase in community noise over 3 dB is considered a significant impact.

Existing Noise Environment

According to the City's General Plan, maximum noise levels of 60 dB are considered "normally acceptable" while noise levels from 60 to 70 dB fall within the "conditionally acceptable" range. The General Plan identifies the noise environment in the project area as ranging from 60 dB to 65 dB due to the area's proximity to Buchanan Road.

Project Construction Noise

During construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. According to Section 18.82.040 of the City's Municipal Code, construction activities are prohibited from exceeding 65 dB outside of the normal business hours stated previously. Heavy equipment would be used for grading, excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and trucks, would be used on-site. As indicated in Table 9, activities involved in construction would generate maximum noise levels ranging from 76 to 85 dBA L_{max} at a distance of 50 feet.

Table 9
Construction Equipment Noise

Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compactor	83
Compressor (air)	78
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Pneumatic Tools	85

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.

As discussed above, the nearest sensitive receptors to the project site would be single-family residence located approximately 30 feet west of the project site boundary. Thus, noise levels experienced at the nearest residences would likely be increased from the levels depicted in Table 9. The sound levels associated with construction of the project would be temporary in nature and would not have an adverse effect on the surrounding environment. However, the City's General Plan noise thresholds for residential areas limit exterior noise levels to 65 dB. Therefore, construction of the proposed project could generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance.

Project Operational Noise

Noise generated by the proposed project would primarily consist of intermittent vehicle traffic to and from the project site, as well as operational noise associated with the proposed project; specifically, the air dryers included in the proposed car wash.

According to the Traffic Impact Analysis Report prepared for the proposed project by TJKM, the proposed project is expected to generate 84 AM peak hour trips and 101 PM peak hour trips, while existing traffic volumes at the nearby study intersections experience between 1,347 and 2,552 vehicles during the peak hour. [43] Generally, a doubling in traffic volumes is required to increase traffic noise levels by 3.0 dB, which is considered to be the threshold for a significant increase per the FICON for areas with typical ambient noise levels (i.e., 60 to 65 dB), such as the project site. Given that the project would not double traffic volumes on area roadways, vehicle traffic associated with the proposed commercial development would not result in a substantial traffic noise level increase.

To assess noise impacts associated with the proposed car wash, a Spectral Sound Measurement Summary Report was prepared by Aerodry Systems, LLC.[44] The Spectral Sound Measurement Summary Report assessed the sound level of various models of equipment at distances of up to 90 feet from the exterior door opening of the car wash. At 90 feet from the door opening, the model with the highest sound had a decibel level of 64 dB, which is below the City's exterior noise level threshold of 65 dB for residential uses. In addition, the door opening in which the equipment is located would be sited on the eastern side of the building, further away from the sensitive receptors. Given that the nearest sensitive receptor is located approximately 120 feet from the proposed car wash location, noise generated by the proposed car wash would be further reduced from the 64 dB noise level at 90 feet. In addition, the equipment would face towards the east, and, therefore, noise would be directed away from the nearest sensitive receptor to the southwest, and towards the project site and open space located beyond the site. Therefore, the proposed car wash would not result in a substantial permanent noise level increase at the existing sensitive receptors in the project vicinity.

Conclusion

Based on the above, operation of the proposed project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan and Municipal Code. However, given the noise levels generated by standard construction equipment, the proposed project could result in a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan and

[43] TJKM. *Final Traffic Impact Analysis Report: LMK Petro at 1625 Buchanan Road*. August 18, 2017.
[44] Aerodry Systems, LLC. *Aerodry – Spectral Sound Measurements (DLAA #16-131) Summary Report.* August 11, 2016.

Municipal Code during project construction. Thus, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

XIII-1 *To the maximum extent practical, as determined by the City of Pittsburg Planning Division, the following measures shall be implemented during project construction:*

- *All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition;*
- *All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, State, or local agency shall comply with such regulations while in the course of project construction;*
- *Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible;*
- *Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors;*
- *Project area and site access road speed limits shall be established and enforced during the construction period; and*
- *Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.*

The above requirements shall be included via notation on project grading plans, subject to review and approval by the City of Pittsburg Community Development Department.

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on the individual's sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 10, which was developed by the California Department of Transportation (Caltrans), shows the vibration levels that would normally be required to result in damage to structures. As shown in the table, the threshold for architectural

damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

Table 10
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

The proposed project would only cause elevated vibration levels during construction, as the proposed project would not involve any uses or operations that would generate substantial groundborne vibration. Although noise and vibration associated with the construction of the project would add to the noise and vibration environment in the immediate project vicinity, construction activities would be temporary in nature and are limited to normal daytime working hours pursuant to Pittsburg Municipal Code Section 18.82.040.

Table 11 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of groundborne vibrations associated with project construction would be the use of vibratory compactors or rollers. At a distance of 26 feet or greater, vibration levels from such equipment would be below 0.20 in/sec PPV.

The proposed construction activities would occur at a distance of approximately 30 feet from the nearest existing single-family residence. Therefore, according to the vibration levels shown in Table 11, groundborne vibrations from construction of the proposed project at 30 feet away would be below the 0.20 in/sec PPV threshold established by Caltrans for architectural damage to buildings and the 0.10 in/sec PPV threshold for annoyance to receptors.

Table 11
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Large Bulldozer	0.089	0.029
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/Drill Rigs	0.089	0.029
Jackhammer	0.035	0.011
Vibratory Hammer	0.070	0.023
Vibratory Compactor/Roller	0.210	0.070

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

Based on the above, the proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels, and a ***less-than-significant*** impact would occur.

c. The nearest airport to the project site is the Buchanan Field Airport, located approximately 10 miles west of the site. The site is not included in an airport land use plan. Given that the project site is not located within two miles of a public airport or public use airport, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airports. Thus, ***no impact*** would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✖	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	✖

Discussion

a. Development of the project site with the proposed commercial purposes would not result in direct population growth; however, the project could indirectly attract residents to the area for employment opportunities. Although the project may attract residents as a result of the increase in job opportunities, new employees would likely be drawn from current residents in the project area. In addition, the increase in jobs would be relatively small, compared to the City's existing population and would not be anticipated to result in substantial population growth. Therefore, the proposed project would not induce substantial unplanned population growth either directly or indirectly, and a ***less-than-significant*** impact would occur.

b. The project site does not currently include existing housing or other habitable structures. As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, ***no impact*** would occur.

XV. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	✖	☐
d. Parks?	☐	☐	✖	☐
e. Other Public Facilities?	☐	☐	✖	☐

Discussion

a-e. The Contra Costa County Fire Protection District (CCCFPD) provides fire protection services to the City. The CCCFPD operates out of 26 fire stations located throughout the jurisdictional area.[45] The project site is located approximately 1.5 mile from the nearest fire station, Station 85, located at 2331 Loveridge Road. The proposed project would adhere to Chapter 15.20, the Fire Code, of the Municipal Code, which requires the proposed project install a fire sprinkler system and adhere to all fire protection codes established by the CCCFPD. The above features would reduce the risk of fire at the project site, and, thus, reduce potential for the project to increase demand. Therefore, the proposed project would be adequately served by the CCCFPD and would not require the construction of new or physically altered governmental facilities.

The proposed project would be serviced by the Pittsburg Police Department, located at 65 Civic Avenue. The General Plan includes Emergency Management goals and policies in Chapter 10.4. The General Plan ensures that emergency response equipment and personnel training are adequate to follow the procedures contained within the Emergency Response Plan. The General Plan also strives to maintain a ratio of 1.8 sworn officers per 1,000 residents.[46] Because the proposed project would not directly induce any population growth, the proposed project would not alter the City's existing officer to resident's ratio. Thus, the proposed project would not create the need for new or physically altered governmental facilities.

As discussed above, the proposed commercial project would not result a direct population increase and, consequently, would not increase demands for schools, parks, or other public facilities. Thus, the project would not create the need for new or physically altered governmental facilities.

Therefore, the proposed project would have a ***less-than-significant*** impact related to the need for new or physically altered fire protection, police protection, school facilities, or other public facilities, the construction of which could cause significant environmental impacts.

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45 Contra Costa County Fire Protection District. *Station Address.* Available at: https://www.cccfpd.org/station-address. Accessed March 2022.

46 City of Pittsburg. *General Plan Pittsburg 2020: A Vision for the 21st Century.* [pg. 10-23]. November 16, 2001.

XVI. RECREATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	✖
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	✖

Discussion

a,b. The proposed project would include the development of a 3,850 sq. ft. convenience store with a deli, a 2,800 sq. ft. car wash building, and a 4,253 sq. ft. fuel canopy for a four-island gas station serving eight cars on the southeast portion of the project site. As such, the proposed project would not result in population growth that would lead to increased use of existing recreational facilities, nor would the proposed project include or require construction or expansion of recreational facilities. Therefore, ***no impact*** would occur.

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

Discussion

a. The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used level of service (LOS) to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Enacted as part of SB 743 (2013), PRC Section 21099, subdivision (b)(1), directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact."

Please refer to Question 'b' for a discussion of VMT.

Pedestrian, Bicycle, and Transit Facilities

It should be noted that the proposed project would consist entirely of auto-centric uses. Therefore, a substantial increase in the use of pedestrian, bicycle, and transit facilities is not anticipated to occur as a result of the proposed project. Nonetheless, the proposed project's potential impacts related to pedestrian, bicycle, and transit facilities are discussed below.

Pedestrian Facilities

Pedestrian facilities consist of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities.

According to a Traffic Impact Analysis (TIA) prepared for the proposed project,[47] the majority of the intersections within the project vicinity are signalized and equipped with countdown pedestrian signal heads. In addition, sidewalks are provided along the roadways in the project area where land uses have been developed adjacent to the roadway. As such, sidewalks and crosswalks are found along virtually all local roadways in the project area. All of the existing sidewalks are approximately five to 10 feet wide, varying within the vicinity of project site. The proposed project would include additional sidewalks on the east side of Buchanan Road along the project frontage. Therefore, adequate pedestrian facilities exist within the project area to accommodate any pedestrian traffic generated from implementation of the proposed project, and the proposed project would not conflict with a program, plan, ordinance, or policy addressing pedestrian facilities within the City.

Bicycle Facilities

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following three classes:

- *Class I* – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
- *Class II* – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.
- *Class III* – Provides a route designated by signs or pavement markings and shared with pedestrians and motorists.

According to the City of Pittsburg General Plan, existing Class II bike lanes are located in the vicinity of the project site along Buchanan Road, from Somersville Road to Railroad Avenue along both the sides of roadway, Somersville Road from Creek Side Drive to James Donlon Boulevard along both the sides of roadway, and Loveridge Road from East Leland Road to Buchanan Road along both the sides of roadway. In addition, the proposed bicycle network in the City of Pittsburg includes improvements to multi-use trails (i.e. Class I trails) parallel to Ventura Drive and Buchanan Road as well as Class II bicycle lanes along Somersville Road between Buchanan Road to Creekside Drive.

As such, the existing and proposed bicycle facilities within the project area would have sufficient capacity to accommodate any bicycle traffic generated from implementation of the proposed project, and the proposed project would not conflict with a program, plan, ordinance, or policy addressing bicycle facilities within the City.

Transit Service and Facilities

Three major public mass transit operators provide service within the City of Pittsburg, including Bay Area Rapid Transit (BART), the Eastern Contra Costa Transit Authority (or Tri Delta Transit), and the County Connection.

BART is a rapid mass transit system which provides regional transportation connections to much of the Bay Area. The Pittsburg/Bay Point BART station serves Pittsburg, Bay

[47] TJKM. *Final Traffic Impact Analysis Report: LMK Petro at 1625 Buchanan Road*. August 18, 2017.

Point, Antioch, and all other surrounding cities and runs from 4:00 AM to 12:00 AM daily, with a weekday frequency of 15 minutes.

Tri Delta Transit serves the East County including Brentwood, Oakley, Pittsburg, Antioch, Bay Point and distinct areas of East County. Tri Delta Transit operates 14 local bus routes from Monday to Friday, including three express services, and three local bus routes during weekends and holidays. The Tri Delta Transit runs within the vicinity of the project site are Route #380, Route #390, and Route #393. Route #390 has bus stops along Buchanan Road, approximately 500 feet from the project site.

The County Connection currently operates a total of 31 fixed route bus routes on weekdays throughout Central Contra Costa County with limited service to the East County area. The route that serves the East County area is Route #93X, which is an express route that runs from the Hillcrest Park and Ride in Antioch, along Kirker Pass Road, along Ygnacio Valley Road, and ends at the Walnut Creek BART station. Route #93X has a frequency of 30 minutes and runs from 4:35 AM to 7:45 PM during the weekdays. Currently, the bus stop for Route #93X on Buchanan Road within the vicinity of the project site is approximately 500 feet from the site.

Given the wide range of transit services offered within the City of Pittsburg, and given the relatively small size of the proposed project, a reasonable assumption can be made that existing transit services and facilities contain sufficient capacity to accommodate potential transit users of the proposed project. Therefore, the proposed project would not conflict with a program, plan, ordinance, or policy addressing transit facilities.

Conclusion

Based on the above, a ***less-than-significant*** impact would occur related to conflicting with a program, plan, ordinance, or policy addressing the circulation system, including transit, bicycle, and pedestrian facilities.

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. The Governor's OPR released *The Technical Advisory on Evaluating Transportation Impacts in CEQA*, which includes screening thresholds to identify when a lead agency may screen out VMT impacts.[48] The City of Pittsburg has not established any standards or thresholds on VMT. Therefore, guidance from the Contra Costa Transportation Analysis (CCTA) and OPR was used for the purpose of this analysis.

Per CCTA guidance,[49] and consistent with OPR recommendations, local-serving retail may generally be presumed to have a less-than-significant VMT impact and can generally be screened from further VMT analysis. OPR based the presumption on substantial research demonstrating that adding local-serving retail uses typically improves destination accessibility to customers, often reducing trip distances because customers need to travel shorter distances than they previously did. The total demand for retail in a region also

[48] Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.
[49] Contra Costa County. *Contra Costa County Transportation Analysis Guidelines.* June 23, 2020.

tends to hold steady; adding new local-serving retail typically shifts trips away from another use rather than adding entirely new shopping trips to the region.

The OPR Technical Advisory notes that retail development including stores less than 50,000 sq. ft. can generally be considered local-serving. The proposed project would include the development of a 3,850 sq. ft. convenience store with a deli, a 2,800 sq. ft. car wash building, and a 4,253 sq. ft. fuel canopy for a four-island gas station serving eight cars, for a total of 7,438 sq. ft. of commercial space. Thus, the project would be well below 50,000 sq. ft., and, therefore, would be considered local-serving retail. In addition, given the nature of the proposed project and that several other gas stations currently exist within the City of Pittsburg, a reasonable assumption can be made that the majority of patrons visiting the proposed convenience store, car wash, and gas station, would be travelling from the immediately surrounding area. As such, the proposed project would be classified as local-serving, and, based on guidance provided by OPR, may be presumed to result in a less-than-significant VMT impact. Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***less-than-significant*** impact would occur.

c,d. Access to the project site would be provided by two 35-foot, full access driveways on Buchanan Road. Near the project, Buchanan Road has a two-way left turn lane that would facilitate left turn ingress and egress for both driveways. As noted in the TIA prepared for the proposed project, queuing of one or fewer cars is expected at the project driveways during both peak hours. Left turning vehicles would be able to use the center turn lane for safe access. Right turning entering vehicles would be able to use the existing bicycle lane for deceleration during time periods where deceleration in the through lanes is inappropriate. In addition, the two project driveways are well spaced and provide adequate distance from public intersections. Therefore, the proposed project would not substantially increase hazards on-site or result in inadequate emergency access.

In addition, the project site plan was evaluated to determine the adequacy of on-site vehicle circulation including refueling trucks, delivery trucks, and emergency vehicles. Internal circulation issues include queuing, safety, dead end aisles, and parking spaces that may be difficult to maneuver in and out of project site. All circulation aisles accommodate two-way travel and all of the proposed parking spaces are perpendicular to the drive aisle centerline. Service and emergency vehicles would have access to the proposed project through the two proposed driveways. Based on this evaluation, the access driveways are expected to be adequate for passenger vehicles and trucks accessing the site.

Sight distance was also evaluated for the proposed project to determine if adequate visibility exists in the project vicinity for drivers to enter the roadway safely without resulting in a conflict with traffic already on the roadway. The line of sight for vehicles exiting the driveways and vehicles travelling eastbound and westbound on Buchanan Road are clear and visible. Therefore, adequate site distance exists along the project frontage.

Based on the above, implementation of the proposed project would not substantially increase hazards due to design features. In addition, emergency vehicles would have reasonable access to the future gas station and associated structures from the existing roadways and project frontage. Therefore, the project would not substantially increase hazards due to design features or incompatible uses, and emergency access to the site would be adequate; and, thus, the project would result in a ***less-than-significant*** impact.

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

Discussion

a,b. The project site is currently developed with two vacant, aging structures located on the south-central portion of the site and a cellular tower located within the southern portion of the site. As discussed in Section V, Cultural Resources, of this IS/MND, the project site does not contain any structures which would be considered a historical resource by the City or State standards. A search of the NAHC Sacred Lands File did not yield any information regarding the presence of Tribal Cultural Resources within the project site or the immediate area.[50]

In compliance with AB 52 (Public Resources Code Section 21080.3.1), project notification letters were distributed to the Amah Mutsun Tribal Band of Mission San Juan Bautista, Confederated Villages of Lisjan, Guidiville Indian Rancheria, Indian Canyon Mutsun Band of Costanoan, Muwekma Ohlo North Valley Yokuts Tribene Indian Tribe of the San Francisco Bay Area, Ohlone Indian Tribe, and Wilton Rancheria on May 12, 2021. On May 26, 2021, the Confederated Villages of Lisjan requested the NWIC cultural resource records search results and NAHC Sacred Lands File results, which were provided to the Tribe. Requests to consult were not received within the required response period.

Based on the location and lack of identified cultural resources at the site, known Tribal Cultural Resources do not exist within the project site. Nevertheless, the possibility exists that construction of the proposed project could result in a substantial adverse change in the significance of a Tribal Cultural Resource if previously unknown cultural resources are uncovered during grading or other ground-disturbing activities. Thus, a ***potentially significant*** impact to tribal cultural resources could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

XVIII-1. Implement Mitigation Measures V-1 and V-2.

[50] Native American Heritage Commission. *1625 Buchanan Rd, Pittsburg, CA 94565 Project, Contra Costa County.* June 28, 2022.

XIX. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	✖	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	✖	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	✖	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	✖	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	✖	☐

Discussion

a-c. Brief discussions of water, sewer, stormwater, electricity, natural gas, and telecommunications facilities that would serve the proposed project are included below.

Water

The proposed project would include construction of new on-site water lines, which would connect to the existing water lines located within Buchanan Road. Water supply for the project site would be provided by the CCWD through the Central Valley Project (CVP). The CCWD obtains water from the Sacramento-San Joaquin Delta and provides treated and raw water to approximately 500,000 people in Contra Costa County. Other water supply sources used within the service area include the San Joaquin River, Mallard Slough, recycled water, and water transfers. Additionally, the City supplements CCWD water supplies with groundwater from two wells, which yield approximately 1,353 to 1,480 acre-feet per year. The City also operates a citywide water treatment plant and associated infrastructure facilities. According to the Pittsburg 2020 UWMP, the City's water use for 2020 was 9,232 acre-feet per year.

According to the CCWD UWMP, CCWD's water supplies will meet the City's demand and will be able to accommodate buildout of the City under normal year, single year, and multiple-dry year demand scenarios.[51] Due to the anticipated surplus, the CCWD's existing supplies would be adequate to meet increased water demand on the project site associated with the proposed project. Therefore, the City would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

[51] Contra Costa Water District. *2020 Urban Water Management Plan* [pg. 7-8]. June 2021.

Furthermore, the project would comply with Section 18.84.310 of the City's Municipal Code, which contains the City's water-efficient landscape standards. Compliance with Section 18.84.310 of the City's Municipal Code would ensure that landscaping water demand from project operations would be minimized. Furthermore, a reasonable assumption can be made that a portion of the water used by the proposed car wash would be recirculated. As such, the proposed project would not require or result in the relocation or construction of new water infrastructure, the construction or relocation of which could cause significant environmental effects, and sufficient water supplies exist to serve the proposed project.

Sewer Service

Within the City of Pittsburg, sewer service is provided by Delta Diablo. The City maintains and owns the local sewage collection system. The Delta Diablo Wastewater Treatment Plant (WWTP) has the capacity to treat approximately 19.5 million gallons of sewage per day.[52]

Delta Diablo created a Sewer System Management Plan in 2009, and updated the Management Plan in 2018. The Management Plan accounts for the Delta Diablo service population to reach 269,000 by 2040 and provides a five-year Capital Improvement Program (CIP) which would include capacity enhancement projects for sewage systems in the County.[53]

The project would include construction of a new on-site sewer lines which would connect to an existing sanitary sewer main along Buchanan Road. Wastewater would be directed through the City's existing conveyance infrastructure to the WWTP. Based on the wastewater generation rate from the City of Pittsburg General Plan of 1,000 gallons per day (gpd) per acre for commercial developments, the proposed project is anticipated to generate approximately 2,710 gpd (2.71-acre disturbance area X 1,000 gpd/acre = 2,710 gpd) of wastewater flows.[54] The WWTP currently treats approximately 13 MGD of wastewater.[55] The addition of 2,710 gpd of influent to the WWTP would not exceed the permitted capacity of the WWTP of 19.5 MGD. As such, the proposed project would not require or result in the relocation or construction of new wastewater treatment infrastructure. Therefore, the wastewater treatment provider which serves the project would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Stormwater Systems

As discussed in Section X, Hydrology and Water Quality, of this IS/MND, the proposed project would divide the project site into 21 DMAs that would convey stormwater runoff from the project site into two new bioretention facilities prior to ultimate discharge into the City's stormwater system, which would be centrally located north of the proposed parking lot. The on-site storm drain system would also include a retention pond, which would be located near the bioretention facilities. In addition, approximately 80 percent of the project site would remain as pervious area, or would be developed into landscaped areas

[52] Delta Diablo Sanitation District. *Transforming Wastewater to Resources*. Available at: https://www.deltadiablo.org/about-us. Accessed March 2022.
[53] Delta Diablo Sanitation District. *Sewer System Management Plan*. October 10, 2018.
[54] City of Pittsburg. *General Plan Pittsburg 2020: A Vision for the 21st Century* [pg. 11-9]. November 16, 2001.
[55] Delta Diablo Sanitation District. *Transforming Wastewater to Resources*. Available at: https://www.deltadiablo.org/about-us. Accessed March 2022.

following development of the proposed project, which would further provide opportunities for stormwater capture throughout the site. Therefore, the proposed stormwater control plan would be adequate to capture and treat the on-site runoff generated by the proposed project, and the project would not require or result in the relocation or construction of new or expanded storm water drainage facilities, the construction or relocation of which could cause significant environmental effects.

Other Utilities

Electricity, natural gas, and telecommunications utilities would be provided by way of connections to existing infrastructure located within the immediate project vicinity. PG&E would provide electricity and natural gas services to the project site. The proposed project would not require major upgrades to, or extension of, existing infrastructure. Thus, impacts to electricity, natural gas, and telecommunications infrastructure would be less than significant.

Conclusions

Given that the proposed project would include standard utility improvements, the existing utility infrastructure would meet increased demand associated with the proposed project. Therefore, the proposed project would result in a ***less-than-significant*** impact related to 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.

d,e. Solid waste, recyclable materials, and compostable material collection within the City of Pittsburg is provided by Mt. Diablo Resource Recovery. Solid waste from the City is ultimately disposed of at the Keller Canyon Landfill, located at 901 Bailey Road in Pittsburg. Keller Canyon Landfill has a daily permitted throughput, of 3,500 tons per day. As of 2004, the remaining capacity was 63,408,410 cubic yards. The maximum permitted capacity of the facility is 75,018,280 cubic yards. The landfill is expected to cease operation in the year 2050.[56] While the proposed project would generate solid waste, the waste could be accommodated by the existing landfill facilities used by the City. Due to the nature and relatively small scale of the proposed project, substantial amounts of solid waste would not be generated during operations, such that the landfill could not be capable of adequately handling the additional solid waste generated by the proposed project.

In addition, pursuant to the CALGreen Code, at least a 65 percent diversion of construction waste is required for all projects. Because the landfill is not operating at maximum capacity and the project would only create a temporary increase in the amount of waste during construction activities, the proposed project construction would not result in a significant impact related to solid waste.

Therefore, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Thus, a ***less-than-significant*** impact related to solid waste would occur as a result of the proposed project.

[56] CalRecycle. *SWIS Facility/Site Activity Details. Keller Canyon Landfill (07-AA-0032).* Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/4407?siteID=228. Accessed July 2022.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	✖	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	✖	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	✖	☐

Discussion

a-d. According to the CAL FIRE Fire and Resource Assessment Program, the project site is not located within or near a State Responsibility Area or lands classified as a VHFHSZ.[57] In addition, the site is generally surrounded by existing development. The developed nature of the area surrounding the project site precludes the spread of wildfire to the site. Furthermore, while not located in an area of high wildfire risk, the proposed development on the project site would be required to include adequate fire protection features, such as fire alarms/smoke detectors, as required by State law. Therefore, the proposed project would not be subject to or result in substantial adverse effects related to wildfire, and a ***less-than-significant*** impact would occur.

[57] California Department of Forestry and Fire Protection. *FHSZ Viewer.* Available at: https://egis.fire.ca.gov/FHSZ/. Accessed March 2022.

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

Discussion

a. As discussed in Section IV, Biological Resources, of this IS/MND, while the potential exists for ECCCHCP/NCCP covered plants and wildlife, as well as other migratory birds protected by the MBTA to occur on-site, compliance with the ECCCHCP/NCCP would ensure that impacts to special-status species would be less-than-significant. The project site is disturbed and does not contain any known historical resources. However, given that unknown cultural resources have the potential to exist on-site, Mitigation Measures V-1 and V-2 would ensure that impacts to cultural resources would be less-than-significant.

Considering the above, the proposed project would not result in impacts associated with the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, with mitigation incorporated, a ***less-than-significant*** impact would occur.

b. The proposed project in conjunction with other development within the City of Pittsburg could incrementally contribute to cumulative impacts in the project area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations.

Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Pittsburg, and the project's incremental contribution to cumulative impacts would be ***less than significant*** with mitigation incorporated.

c. As described in this IS/MND, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, other applicable local and State regulations, in addition to the mitigation measures included herein. Additionally, as discussed in Section III, Air Quality, Section IX, Hazards and Hazardous Materials, and Section XIII, Noise, of this IS/MND, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, and hazardous materials. Therefore, with mitigation incorporated, the proposed project would result in a ***less-than-significant*** impact.

APPENDIX A

CALEEMOD, AERMOD, AND HARP 2 RAST MODELING RESULTS

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

LMK Gas Station Project

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	22.00	Space	0.73	8,800.00	0
Convenience Market with Gas Pumps	8.00	Pump	1.98	10,903.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2024
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 - Lot Acreage and square footage adjusted based on the site plan for the proposed project.

Construction Phase - Construction phase timing based on applicant provided AQ Questionnaire.

Demolition -

Grading - Based on AQ Questionnaire.

Vehicle Trips - Based on Traffic Impact Analysis and AQ Questionnaire prepared for the proposed project.

Mobile Land Use Mitigation - Based on AQ Questionnaire.

Area Mitigation - Compliant with BAAQMD requirements.

Energy Mitigation - Based on AQ Questionnaire

Water Mitigation - Compliant with MWELO.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	3.00	10.00
tblConstructionPhase	NumDays	6.00	10.00
tblConstructionPhase	NumDays	10.00	15.00
tblConstructionPhase	NumDays	10.00	220.00
tblGrading	MaterialExported	0.00	7,171.00
tblGrading	MaterialImported	0.00	7,171.00
tblLandUse	LandUseSquareFeet	1,129.40	10,903.00
tblLandUse	LotAcreage	0.20	0.73
tblLandUse	LotAcreage	0.03	1.98
tblVehicleTrips	ST_TR	322.50	183.57
tblVehicleTrips	SU_TR	322.50	183.57
tblVehicleTrips	WD_TR	322.50	183.57

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.1711	1.3259	1.1690	2.5200e-003	0.0634	0.0587	0.1221	0.0233	0.0559	0.0792	0.0000	220.3654	220.3654	0.0379	7.6900e-003	223.6041
2023	0.1514	0.9110	0.9839	1.7600e-003	5.0100e-003	0.0415	0.0465	1.3600e-003	0.0400	0.0413	0.0000	147.7741	147.7741	0.0247	6.1000e-004	148.5733
Maximum	**0.1711**	**1.3259**	**1.1690**	**2.5200e-003**	**0.0634**	**0.0587**	**0.1221**	**0.0233**	**0.0559**	**0.0792**	**0.0000**	**220.3654**	**220.3654**	**0.0379**	**7.6900e-003**	**223.6041**

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	0.1711	1.3259	1.1690	2.5200e-003	0.0634	0.0587	0.1221	0.0233	0.0559	0.0792	0.0000	220.3652	220.3652	0.0379	7.6900e-003	223.6039
2023	0.1514	0.9110	0.9839	1.7600e-003	5.0100e-003	0.0415	0.0465	1.3600e-003	0.0400	0.0413	0.0000	147.7739	147.7739	0.0247	6.1000e-004	148.5731
Maximum	**0.1711**	**1.3259**	**1.1690**	**2.5200e-003**	**0.0634**	**0.0587**	**0.1221**	**0.0233**	**0.0559**	**0.0792**	**0.0000**	**220.3652**	**220.3652**	**0.0379**	**7.6900e-003**	**223.6039**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**6-1-2022**	**8-31-2022**	0.6660	0.6660
2	**9-1-2022**	**11-30-2022**	0.6117	0.6117
3	**12-1-2022**	**2-28-2023**	0.5781	0.5781
4	**3-1-2023**	**5-31-2023**	0.5762	0.5762
5	**6-1-2023**	**8-31-2023**	0.1103	0.1103
		Highest	0.6660	0.6660

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	0.0490	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Energy	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	12.1277	12.1277	1.7700e-003	2.4000e-004	12.2423
Mobile	0.4036	0.2925	2.4690	2.9900e-003	0.2903	2.8100e-003	0.2932	0.0776	2.6100e-003	0.0802	0.0000	281.0481	281.0481	0.0402	0.0233	288.9917
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0265	0.0585	0.0850	2.7400e-003	7.0000e-005	0.1729
Total	**0.4528**	**0.2937**	**2.4703**	**3.0000e-003**	**0.2903**	**2.9100e-003**	**0.2933**	**0.0776**	**2.7100e-003**	**0.0803**	**0.0265**	**293.2348**	**293.2614**	**0.0447**	**0.0236**	**301.4075**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0490	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Energy	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	11.2025	11.2025	1.6200e-003	2.2000e-004	11.3079
Mobile	0.3961	0.2784	2.3546	2.6900e-003	0.2561	2.6000e-003	0.2587	0.0684	2.4200e-003	0.0708	0.0000	252.0242	252.0242	0.0391	0.0222	259.6223
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0265	0.0552	0.0817	2.7300e-003	7.0000e-005	0.1696
Total	**0.4453**	**0.2797**	**2.3559**	**2.7000e-003**	**0.2561**	**2.7000e-003**	**0.2588**	**0.0684**	**2.5200e-003**	**0.0709**	**0.0265**	**263.2824**	**263.3090**	**0.0434**	**0.0225**	**271.1003**

	ROG	NOx	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	**1.64**	**4.78**	**4.63**	**10.00**	**11.80**	**7.22**	**11.75**	**11.81**	**7.01**	**11.65**	**0.00**	**10.21**	**10.21**	**2.95**	**4.58**	**10.06**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	6/28/2022	5	20	
2	Site Preparation	Site Preparation	6/29/2022	7/12/2022	5	10	
3	Grading	Grading	7/13/2022	7/26/2022	5	10	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	7/26/2022	8/15/2022	5	15	
5	Building Construction	Building Construction	8/15/2022	6/16/2023	5	220	
6	Architectural Coating	Architectural Coating	8/29/2022	6/30/2023	5	220	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 10

Acres of Paving: 0.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 16,355; Non-Residential Outdoor: 5,452; Striped Parking Area: 528 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	5	13.00	0.00	11.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,418.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	7.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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					1.1800e-003	0.0000	1.1800e-003	1.8000e-004	0.0000	1.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2120
Total	**0.0169**	**0.1662**	**0.1396**	**2.4000e-004**	**1.1800e-003**	**8.3800e-003**	**9.5600e-003**	**1.8000e-004**	**7.8300e-003**	**8.0100e-003**	**0.0000**	**21.0777**	**21.0777**	**5.3700e-003**	**0.0000**	**21.2120**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

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	3.0000e-005	9.5000e-004	2.0000e-004	0.0000	9.0000e-005	1.0000e-005	1.0000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3448	0.3448	1.0000e-005	5.0000e-005	0.3613
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.6000e-004	3.1100e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8262	0.8262	3.0000e-005	2.0000e-005	0.8339
Total	**3.9000e-004**	**1.2100e-003**	**3.3100e-003**	**1.0000e-005**	**1.1200e-003**	**2.0000e-005**	**1.1300e-003**	**3.0000e-004**	**2.0000e-005**	**3.1000e-004**	**0.0000**	**1.1709**	**1.1709**	**4.0000e-005**	**7.0000e-005**	**1.1952**

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					1.1800e-003	0.0000	1.1800e-003	1.8000e-004	0.0000	1.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2119
Total	**0.0169**	**0.1662**	**0.1396**	**2.4000e-004**	**1.1800e-003**	**8.3800e-003**	**9.5600e-003**	**1.8000e-004**	**7.8300e-003**	**8.0100e-003**	**0.0000**	**21.0777**	**21.0777**	**5.3700e-003**	**0.0000**	**21.2119**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

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	3.0000e-005	9.5000e-004	2.0000e-004	0.0000	9.0000e-005	1.0000e-005	1.0000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3448	0.3448	1.0000e-005	5.0000e-005	0.3613
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.6000e-004	3.1100e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8262	0.8262	3.0000e-005	2.0000e-005	0.8339
Total	**3.9000e-004**	**1.2100e-003**	**3.3100e-003**	**1.0000e-005**	**1.1200e-003**	**2.0000e-005**	**1.1300e-003**	**3.0000e-004**	**2.0000e-005**	**3.1000e-004**	**0.0000**	**1.1709**	**1.1709**	**4.0000e-005**	**7.0000e-005**	**1.1952**

3.3 Site Preparation - 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					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8900e-003	0.0783	0.0503	1.2000e-004		2.9800e-003	2.9800e-003		2.7400e-003	2.7400e-003	0.0000	10.7735	10.7735	3.4800e-003	0.0000	10.8606
Total	**6.8900e-003**	**0.0783**	**0.0503**	**1.2000e-004**	**7.9500e-003**	**2.9800e-003**	**0.0109**	**8.6000e-004**	**2.7400e-003**	**3.6000e-003**	**0.0000**	**10.7735**	**10.7735**	**3.4800e-003**	**0.0000**	**10.8606**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

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	1.1000e-004	8.0000e-005	9.6000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2542	0.2542	1.0000e-005	1.0000e-005	0.2566
Total	**1.1000e-004**	**8.0000e-005**	**9.6000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2542**	**0.2542**	**1.0000e-005**	**1.0000e-005**	**0.2566**

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					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8900e-003	0.0783	0.0503	1.2000e-004		2.9800e-003	2.9800e-003		2.7400e-003	2.7400e-003	0.0000	10.7735	10.7735	3.4800e-003	0.0000	10.8606
Total	**6.8900e-003**	**0.0783**	**0.0503**	**1.2000e-004**	**7.9500e-003**	**2.9800e-003**	**0.0109**	**8.6000e-004**	**2.7400e-003**	**3.6000e-003**	**0.0000**	**10.7735**	**10.7735**	**3.4800e-003**	**0.0000**	**10.8606**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

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	1.1000e-004	8.0000e-005	9.6000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2542	0.2542	1.0000e-005	1.0000e-005	0.2566
Total	**1.1000e-004**	**8.0000e-005**	**9.6000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2542**	**0.2542**	**1.0000e-005**	**1.0000e-005**	**0.2566**

3.4 Grading - 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					0.0354	0.0000	0.0354	0.0171	0.0000	0.0171	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-003	0.0849	0.0461	1.0000e-004		3.7100e-003	3.7100e-003		3.4100e-003	3.4100e-003	0.0000	9.0514	9.0514	2.9300e-003	0.0000	9.1245
Total	**7.7000e-003**	**0.0849**	**0.0461**	**1.0000e-004**	**0.0354**	**3.7100e-003**	**0.0391**	**0.0171**	**3.4100e-003**	**0.0205**	**0.0000**	**9.0514**	**9.0514**	**2.9300e-003**	**0.0000**	**9.1245**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

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	3.3100e-003	0.1221	0.0260	4.5000e-004	0.0120	1.0900e-003	0.0131	3.3000e-003	1.0500e-003	4.3500e-003	0.0000	44.4432	44.4432	1.4600e-003	7.0400e-003	46.5775
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.2000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3178	0.3178	1.0000e-005	1.0000e-005	0.3207
Total	**3.4500e-003**	**0.1222**	**0.0272**	**4.5000e-004**	**0.0124**	**1.0900e-003**	**0.0135**	**3.4100e-003**	**1.0500e-003**	**4.4600e-003**	**0.0000**	**44.7609**	**44.7609**	**1.4700e-003**	**7.0500e-003**	**46.8982**

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					0.0354	0.0000	0.0354	0.0171	0.0000	0.0171	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-003	0.0849	0.0461	1.0000e-004		3.7100e-003	3.7100e-003		3.4100e-003	3.4100e-003	0.0000	9.0514	9.0514	2.9300e-003	0.0000	9.1245
Total	**7.7000e-003**	**0.0849**	**0.0461**	**1.0000e-004**	**0.0354**	**3.7100e-003**	**0.0391**	**0.0171**	**3.4100e-003**	**0.0205**	**0.0000**	**9.0514**	**9.0514**	**2.9300e-003**	**0.0000**	**9.1245**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

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	3.3100e-003	0.1221	0.0260	4.5000e-004	0.0120	1.0900e-003	0.0131	3.3000e-003	1.0500e-003	4.3500e-003	0.0000	44.4432	44.4432	1.4600e-003	7.0400e-003	46.5775
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.2000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3178	0.3178	1.0000e-005	1.0000e-005	0.3207
Total	**3.4500e-003**	**0.1222**	**0.0272**	**4.5000e-004**	**0.0124**	**1.0900e-003**	**0.0135**	**3.4100e-003**	**1.0500e-003**	**4.4600e-003**	**0.0000**	**44.7609**	**44.7609**	**1.4700e-003**	**7.0500e-003**	**46.8982**

3.5 Paving - 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	7.0600e-003	0.0700	0.0877	1.3000e-004		3.6600e-003	3.6600e-003		3.3700e-003	3.3700e-003	0.0000	11.6325	11.6325	3.6900e-003	0.0000	11.7247
Paving	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.0200e-003**	**0.0700**	**0.0877**	**1.3000e-004**		**3.6600e-003**	**3.6600e-003**		**3.3700e-003**	**3.3700e-003**	**0.0000**	**11.6325**	**11.6325**	**3.6900e-003**	**0.0000**	**11.7247**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.6900e-003	1.0000e-005	8.9000e-004	0.0000	8.9000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.7150	0.7150	2.0000e-005	2.0000e-005	0.7217
Total	**3.1000e-004**	**2.2000e-004**	**2.6900e-003**	**1.0000e-005**	**8.9000e-004**	**0.0000**	**8.9000e-004**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**0.7150**	**0.7150**	**2.0000e-005**	**2.0000e-005**	**0.7217**

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	7.0600e-003	0.0700	0.0877	1.3000e-004		3.6600e-003	3.6600e-003		3.3700e-003	3.3700e-003	0.0000	11.6325	11.6325	3.6900e-003	0.0000	11.7247
Paving	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.0200e-003**	**0.0700**	**0.0877**	**1.3000e-004**		**3.6600e-003**	**3.6600e-003**		**3.3700e-003**	**3.3700e-003**	**0.0000**	**11.6325**	**11.6325**	**3.6900e-003**	**0.0000**	**11.7247**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.6900e-003	1.0000e-005	8.9000e-004	0.0000	8.9000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.7150	0.7150	2.0000e-005	2.0000e-005	0.7217
Total	**3.1000e-004**	**2.2000e-004**	**2.6900e-003**	**1.0000e-005**	**8.9000e-004**	**0.0000**	**8.9000e-004**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**0.7150**	**0.7150**	**2.0000e-005**	**2.0000e-005**	**0.7217**

3.6 Building Construction - 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	0.0928	0.7302	0.7177	1.2500e-003		0.0351	0.0351		0.0337	0.0337	0.0000	103.8401	103.8401	0.0200	0.0000	104.3409
Total	**0.0928**	**0.7302**	**0.7177**	**1.2500e-003**		**0.0351**	**0.0351**		**0.0337**	**0.0337**	**0.0000**	**103.8401**	**103.8401**	**0.0200**	**0.0000**	**104.3409**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2022

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	3.2000e-004	8.3800e-003	2.4400e-003	3.0000e-005	9.8000e-004	9.0000e-005	1.0700e-003	2.8000e-004	8.0000e-005	3.7000e-004	0.0000	3.0893	3.0893	7.0000e-005	4.6000e-004	3.2275
Worker	9.6000e-004	6.9000e-004	8.3700e-003	2.0000e-005	2.7700e-003	2.0000e-005	2.7800e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.2243	2.2243	7.0000e-005	6.0000e-005	2.2452
Total	**1.2800e-003**	**9.0700e-003**	**0.0108**	**5.0000e-005**	**3.7500e-003**	**1.1000e-004**	**3.8500e-003**	**1.0200e-003**	**9.0000e-005**	**1.1200e-003**	**0.0000**	**5.3136**	**5.3136**	**1.4000e-004**	**5.2000e-004**	**5.4726**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0928	0.7302	0.7177	1.2500e-003		0.0351	0.0351		0.0337	0.0337	0.0000	103.8399	103.8399	0.0200	0.0000	104.3408
Total	**0.0928**	**0.7302**	**0.7177**	**1.2500e-003**		**0.0351**	**0.0351**		**0.0337**	**0.0337**	**0.0000**	**103.8399**	**103.8399**	**0.0200**	**0.0000**	**104.3408**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2022

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	3.2000e-004	8.3800e-003	2.4400e-003	3.0000e-005	9.8000e-004	9.0000e-005	1.0700e-003	2.8000e-004	8.0000e-005	3.7000e-004	0.0000	3.0893	3.0893	7.0000e-005	4.6000e-004	3.2275
Worker	9.6000e-004	6.9000e-004	8.3700e-003	2.0000e-005	2.7700e-003	2.0000e-005	2.7800e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.2243	2.2243	7.0000e-005	6.0000e-005	2.2452
Total	**1.2800e-003**	**9.0700e-003**	**0.0108**	**5.0000e-005**	**3.7500e-003**	**1.1000e-004**	**3.8500e-003**	**1.0200e-003**	**9.0000e-005**	**1.1200e-003**	**0.0000**	**5.3136**	**5.3136**	**1.4000e-004**	**5.2000e-004**	**5.4726**

3.6 Building Construction - 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	0.1028	0.8174	0.8529	1.5000e-003		0.0368	0.0368		0.0353	0.0353	0.0000	124.6212	124.6212	0.0236	0.0000	125.2104
Total	**0.1028**	**0.8174**	**0.8529**	**1.5000e-003**		**0.0368**	**0.0368**		**0.0353**	**0.0353**	**0.0000**	**124.6212**	**124.6212**	**0.0236**	**0.0000**	**125.2104**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2023

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	1.9000e-004	8.0000e-003	2.5000e-003	4.0000e-005	1.1800e-003	5.0000e-005	1.2300e-003	3.4000e-004	4.0000e-005	3.9000e-004	0.0000	3.5531	3.5531	7.0000e-005	5.3000e-004	3.7116
Worker	1.0700e-003	7.4000e-004	9.3100e-003	3.0000e-005	3.3200e-003	2.0000e-005	3.3400e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.6011	2.6011	7.0000e-005	7.0000e-005	2.6242
Total	**1.2600e-003**	**8.7400e-003**	**0.0118**	**7.0000e-005**	**4.5000e-003**	**7.0000e-005**	**4.5700e-003**	**1.2200e-003**	**6.0000e-005**	**1.2900e-003**	**0.0000**	**6.1542**	**6.1542**	**1.4000e-004**	**6.0000e-004**	**6.3358**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1028	0.8174	0.8529	1.5000e-003		0.0368	0.0368		0.0353	0.0353	0.0000	124.6211	124.6211	0.0236	0.0000	125.2103
Total	**0.1028**	**0.8174**	**0.8529**	**1.5000e-003**		**0.0368**	**0.0368**		**0.0353**	**0.0353**	**0.0000**	**124.6211**	**124.6211**	**0.0236**	**0.0000**	**125.2103**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2023

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	1.9000e-004	8.0000e-003	2.5000e-003	4.0000e-005	1.1800e-003	5.0000e-005	1.2300e-003	3.4000e-004	4.0000e-005	3.9000e-004	0.0000	3.5531	3.5531	7.0000e-005	5.3000e-004	3.7116
Worker	1.0700e-003	7.4000e-004	9.3100e-003	3.0000e-005	3.3200e-003	2.0000e-005	3.3400e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.6011	2.6011	7.0000e-005	7.0000e-005	2.6242
Total	**1.2600e-003**	**8.7400e-003**	**0.0118**	**7.0000e-005**	**4.5000e-003**	**7.0000e-005**	**4.5700e-003**	**1.2200e-003**	**6.0000e-005**	**1.2900e-003**	**0.0000**	**6.1542**	**6.1542**	**1.4000e-004**	**6.0000e-004**	**6.3358**

3.7 Architectural Coating - 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					
Archit. Coating	0.0240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-003	0.0634	0.0816	1.3000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	11.4896	11.4896	7.5000e-004	0.0000	11.5083
Total	**0.0332**	**0.0634**	**0.0816**	**1.3000e-004**		**3.6800e-003**	**3.6800e-003**		**3.6800e-003**	**3.6800e-003**	**0.0000**	**11.4896**	**11.4896**	**7.5000e-004**	**0.0000**	**11.5083**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

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	1.2000e-004	9.0000e-005	1.0800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2860	0.2860	1.0000e-005	1.0000e-005	0.2887
Total	**1.2000e-004**	**9.0000e-005**	**1.0800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2860**	**0.2860**	**1.0000e-005**	**1.0000e-005**	**0.2887**

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	0.0240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-003	0.0634	0.0816	1.3000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	11.4896	11.4896	7.5000e-004	0.0000	11.5083
Total	**0.0332**	**0.0634**	**0.0816**	**1.3000e-004**		**3.6800e-003**	**3.6800e-003**		**3.6800e-003**	**3.6800e-003**	**0.0000**	**11.4896**	**11.4896**	**7.5000e-004**	**0.0000**	**11.5083**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

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	1.2000e-004	9.0000e-005	1.0800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2860	0.2860	1.0000e-005	1.0000e-005	0.2887
Total	**1.2000e-004**	**9.0000e-005**	**1.0800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2860**	**0.2860**	**1.0000e-005**	**1.0000e-005**	**0.2887**

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	0.0347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0125	0.0847	0.1177	1.9000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	16.5962	16.5962	9.9000e-004	0.0000	16.6210
Total	**0.0471**	**0.0847**	**0.1177**	**1.9000e-004**		**4.6000e-003**	**4.6000e-003**		**4.6000e-003**	**4.6000e-003**	**0.0000**	**16.5962**	**16.5962**	**9.9000e-004**	**0.0000**	**16.6210**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

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	1.7000e-004	1.1000e-004	1.4400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4025	0.4025	1.0000e-005	1.0000e-005	0.4061
Total	**1.7000e-004**	**1.1000e-004**	**1.4400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4025**	**0.4025**	**1.0000e-005**	**1.0000e-005**	**0.4061**

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	0.0347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0125	0.0847	0.1177	1.9000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	16.5961	16.5961	9.9000e-004	0.0000	16.6210
Total	**0.0471**	**0.0847**	**0.1177**	**1.9000e-004**		**4.6000e-003**	**4.6000e-003**		**4.6000e-003**	**4.6000e-003**	**0.0000**	**16.5961**	**16.5961**	**9.9000e-004**	**0.0000**	**16.6210**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

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	1.7000e-004	1.1000e-004	1.4400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4025	0.4025	1.0000e-005	1.0000e-005	0.4061
Total	**1.7000e-004**	**1.1000e-004**	**1.4400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4025**	**0.4025**	**1.0000e-005**	**1.0000e-005**	**0.4061**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
Mitigated	0.3961	0.2784	2.3546	2.6900e-003	0.2561	2.6000e-003	0.2587	0.0684	2.4200e-003	0.0708	0.0000	252.0242	252.0242	0.0391	0.0222	259.6223
Unmitigated	0.4036	0.2925	2.4690	2.9900e-003	0.2903	2.8100e-003	0.2932	0.0776	2.6100e-003	0.0802	0.0000	281.0481	281.0481	0.0402	0.0233	288.9917

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market with Gas Pumps	1,468.56	1,468.56	1468.56	787,742	694,788
Parking Lot	0.00	0.00	0.00		
Total	1,468.56	1,468.56	1,468.56	787,742	694,788

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
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
Convenience Market with Gas Pumps	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871
Parking Lot	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	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	9.8410	9.8410	1.5900e-003	1.9000e-004	9.9383
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10.7663	10.7663	1.7400e-003	2.1000e-004	10.8727
NaturalGas Mitigated	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696
NaturalGas Unmitigated	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market with Gas Pumps	25513	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696
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		**1.4000e-004**	**1.2500e-003**	**1.0500e-003**	**1.0000e-005**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**1.3615**	**1.3615**	**3.0000e-005**	**2.0000e-005**	**1.3696**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market with Gas Pumps	25513	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696
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		**1.4000e-004**	**1.2500e-003**	**1.0500e-003**	**1.0000e-005**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**1.3615**	**1.3615**	**3.0000e-005**	**2.0000e-005**	**1.3696**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market with Gas Pumps	113282	10.4813	1.7000e-003	2.1000e-004	10.5849
Parking Lot	3080	0.2850	5.0000e-005	1.0000e-005	0.2878
Total		**10.7663**	**1.7500e-003**	**2.2000e-004**	**10.8727**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market with Gas Pumps	108282	10.0187	1.6200e-003	2.0000e-004	10.1177
Parking Lot	-1920	-0.1777	0.0000	0.0000	-0.1794
Total		**9.8410**	**1.5900e-003**	**2.0000e-004**	**9.9383**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	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	0.0490	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Unmitigated	0.0490	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	5.8700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0432					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Total	**0.0491**	**0.0000**	**2.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.4000e-004**	**5.4000e-004**	**0.0000**	**0.0000**	**5.7000e-004**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.8700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0432					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	2.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Total	**0.0491**	**0.0000**	**2.8000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.4000e-004**	**5.4000e-004**	**0.0000**	**0.0000**	**5.7000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0817	2.7300e-003	7.0000e-005	0.1696
Unmitigated	0.0850	2.7400e-003	7.0000e-005	0.1729

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market with Gas Pumps	0.0836574 / 0.0512739	0.0850	2.7400e-003	7.0000e-005	0.1729
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0850**	**2.7400e-003**	**7.0000e-005**	**0.1729**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market with Gas Pumps	0.0836574 / 0.0410191	0.0817	2.7300e-003	7.0000e-005	0.1696
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0817**	**2.7300e-003**	**7.0000e-005**	**0.1696**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	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 Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

LMK Gas Station Project

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	22.00	Space	0.73	8,800.00	0
Convenience Market with Gas Pumps	8.00	Pump	1.98	10,903.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**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 - Lot Acreage and square footage adjusted based on the site plan for the proposed project.

Construction Phase - Construction phase timing based on applicant provided AQ Questionnaire.

Demolition -

Grading - Based on AQ Questionnaire.

Vehicle Trips - Based on Traffic Impact Analysis and AQ Questionnaire prepared for the proposed project.

Mobile Land Use Mitigation - Based on AQ Questionnaire.

Area Mitigation - Compliant with BAAQMD requirements.

Energy Mitigation - Based on AQ Questionnaire

Water Mitigation - Compliant with MWELO.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	10.00	220.00
tblConstructionPhase	NumDays	6.00	10.00
tblConstructionPhase	NumDays	10.00	15.00
tblConstructionPhase	NumDays	3.00	10.00
tblGrading	MaterialExported	0.00	7,171.00
tblGrading	MaterialImported	0.00	7,171.00
tblLandUse	LandUseSquareFeet	1,129.40	10,903.00
tblLandUse	LotAcreage	0.20	0.73
tblLandUse	LotAcreage	0.03	1.98
tblVehicleTrips	ST_TR	322.50	183.57
tblVehicleTrips	SU_TR	322.50	183.57
tblVehicleTrips	WD_TR	322.50	183.57

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.1711	1.3259	1.1690	2.5200e-003	0.0634	0.0587	0.1221	0.0233	0.0559	0.0792	0.0000	220.3654	220.3654	0.0379	7.6900e-003	223.6041
2023	0.1514	0.9110	0.9839	1.7600e-003	5.0100e-003	0.0415	0.0465	1.3600e-003	0.0400	0.0413	0.0000	147.7741	147.7741	0.0247	6.1000e-004	148.5733
Maximum	**0.1711**	**1.3259**	**1.1690**	**2.5200e-003**	**0.0634**	**0.0587**	**0.1221**	**0.0233**	**0.0559**	**0.0792**	**0.0000**	**220.3654**	**220.3654**	**0.0379**	**7.6900e-003**	**223.6041**

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	0.1711	1.3259	1.1690	2.5200e-003	0.0634	0.0587	0.1221	0.0233	0.0559	0.0792	0.0000	220.3652	220.3652	0.0379	7.6900e-003	223.6039
2023	0.1514	0.9110	0.9839	1.7600e-003	5.0100e-003	0.0415	0.0465	1.3600e-003	0.0400	0.0413	0.0000	147.7739	147.7739	0.0247	6.1000e-004	148.5731
Maximum	**0.1711**	**1.3259**	**1.1690**	**2.5200e-003**	**0.0634**	**0.0587**	**0.1221**	**0.0233**	**0.0559**	**0.0792**	**0.0000**	**220.3652**	**220.3652**	**0.0379**	**7.6900e-003**	**223.6039**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2022	8-31-2022	0.6660	0.6660
2	9-1-2022	11-30-2022	0.6117	0.6117
3	12-1-2022	2-28-2023	0.5781	0.5781
4	3-1-2023	5-31-2023	0.5762	0.5762
5	6-1-2023	8-31-2023	0.1103	0.1103
		Highest	0.6660	0.6660

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	0.0490	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Energy	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	12.1277	12.1277	1.7700e-003	2.4000e-004	12.2423
Mobile	0.3080	0.2292	2.0624	2.5500e-003	0.2904	2.1500e-003	0.2926	0.0776	2.0000e-003	0.0796	0.0000	248.5146	248.5146	0.0297	0.0191	254.9520
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0265	0.0585	0.0850	2.7400e-003	7.0000e-005	0.1729
Total	**0.3572**	**0.2304**	**2.0638**	**2.5600e-003**	**0.2904**	**2.2500e-003**	**0.2927**	**0.0776**	**2.1000e-003**	**0.0797**	**0.0265**	**260.7014**	**260.7279**	**0.0342**	**0.0194**	**267.3678**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0490	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Energy	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	11.2025	11.2025	1.6200e-003	2.2000e-004	11.3079
Mobile	0.3014	0.2184	1.9678	2.2800e-003	0.2561	1.9900e-003	0.2581	0.0684	1.8500e-003	0.0703	0.0000	222.8290	222.8290	0.0287	0.0182	228.9710
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0265	0.0552	0.0817	2.7300e-003	7.0000e-005	0.1696
Total	**0.3506**	**0.2197**	**1.9691**	**2.2900e-003**	**0.2561**	**2.0900e-003**	**0.2582**	**0.0684**	**1.9500e-003**	**0.0704**	**0.0265**	**234.0872**	**234.1138**	**0.0330**	**0.0185**	**240.4491**

	ROG	NOx	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	**1.85**	**4.68**	**4.59**	**10.55**	**11.80**	**7.11**	**11.76**	**11.79**	**7.14**	**11.67**	**0.00**	**10.21**	**10.21**	**3.48**	**4.79**	**10.07**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	6/28/2022	5	20	
2	Site Preparation	Site Preparation	6/29/2022	7/12/2022	5	10	
3	Grading	Grading	7/13/2022	7/26/2022	5	10	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	7/26/2022	8/15/2022	5	15	
5	Building Construction	Building Construction	8/15/2022	6/16/2023	5	220	
6	Architectural Coating	Architectural Coating	8/29/2022	6/30/2023	5	220	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 10

Acres of Paving: 0.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 16,355; Non-Residential Outdoor: 5,452; Striped Parking Area: 528 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	5	13.00	0.00	11.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,418.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	7.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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					1.1800e-003	0.0000	1.1800e-003	1.8000e-004	0.0000	1.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2120
Total	**0.0169**	**0.1662**	**0.1396**	**2.4000e-004**	**1.1800e-003**	**8.3800e-003**	**9.5600e-003**	**1.8000e-004**	**7.8300e-003**	**8.0100e-003**	**0.0000**	**21.0777**	**21.0777**	**5.3700e-003**	**0.0000**	**21.2120**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

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	3.0000e-005	9.5000e-004	2.0000e-004	0.0000	9.0000e-005	1.0000e-005	1.0000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3448	0.3448	1.0000e-005	5.0000e-005	0.3613
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.6000e-004	3.1100e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8262	0.8262	3.0000e-005	2.0000e-005	0.8339
Total	**3.9000e-004**	**1.2100e-003**	**3.3100e-003**	**1.0000e-005**	**1.1200e-003**	**2.0000e-005**	**1.1300e-003**	**3.0000e-004**	**2.0000e-005**	**3.1000e-004**	**0.0000**	**1.1709**	**1.1709**	**4.0000e-005**	**7.0000e-005**	**1.1952**

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					1.1800e-003	0.0000	1.1800e-003	1.8000e-004	0.0000	1.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2119
Total	**0.0169**	**0.1662**	**0.1396**	**2.4000e-004**	**1.1800e-003**	**8.3800e-003**	**9.5600e-003**	**1.8000e-004**	**7.8300e-003**	**8.0100e-003**	**0.0000**	**21.0777**	**21.0777**	**5.3700e-003**	**0.0000**	**21.2119**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

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	3.0000e-005	9.5000e-004	2.0000e-004	0.0000	9.0000e-005	1.0000e-005	1.0000e-004	3.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.3448	0.3448	1.0000e-005	5.0000e-005	0.3613
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.6000e-004	3.1100e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8262	0.8262	3.0000e-005	2.0000e-005	0.8339
Total	**3.9000e-004**	**1.2100e-003**	**3.3100e-003**	**1.0000e-005**	**1.1200e-003**	**2.0000e-005**	**1.1300e-003**	**3.0000e-004**	**2.0000e-005**	**3.1000e-004**	**0.0000**	**1.1709**	**1.1709**	**4.0000e-005**	**7.0000e-005**	**1.1952**

3.3 Site Preparation - 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					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8900e-003	0.0783	0.0503	1.2000e-004		2.9800e-003	2.9800e-003		2.7400e-003	2.7400e-003	0.0000	10.7735	10.7735	3.4800e-003	0.0000	10.8606
Total	**6.8900e-003**	**0.0783**	**0.0503**	**1.2000e-004**	**7.9500e-003**	**2.9800e-003**	**0.0109**	**8.6000e-004**	**2.7400e-003**	**3.6000e-003**	**0.0000**	**10.7735**	**10.7735**	**3.4800e-003**	**0.0000**	**10.8606**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

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	1.1000e-004	8.0000e-005	9.6000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2542	0.2542	1.0000e-005	1.0000e-005	0.2566
Total	**1.1000e-004**	**8.0000e-005**	**9.6000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2542**	**0.2542**	**1.0000e-005**	**1.0000e-005**	**0.2566**

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					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8900e-003	0.0783	0.0503	1.2000e-004		2.9800e-003	2.9800e-003		2.7400e-003	2.7400e-003	0.0000	10.7735	10.7735	3.4800e-003	0.0000	10.8606
Total	**6.8900e-003**	**0.0783**	**0.0503**	**1.2000e-004**	**7.9500e-003**	**2.9800e-003**	**0.0109**	**8.6000e-004**	**2.7400e-003**	**3.6000e-003**	**0.0000**	**10.7735**	**10.7735**	**3.4800e-003**	**0.0000**	**10.8606**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

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	1.1000e-004	8.0000e-005	9.6000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2542	0.2542	1.0000e-005	1.0000e-005	0.2566
Total	**1.1000e-004**	**8.0000e-005**	**9.6000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2542**	**0.2542**	**1.0000e-005**	**1.0000e-005**	**0.2566**

3.4 Grading - 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					0.0354	0.0000	0.0354	0.0171	0.0000	0.0171	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-003	0.0849	0.0461	1.0000e-004		3.7100e-003	3.7100e-003		3.4100e-003	3.4100e-003	0.0000	9.0514	9.0514	2.9300e-003	0.0000	9.1245
Total	**7.7000e-003**	**0.0849**	**0.0461**	**1.0000e-004**	**0.0354**	**3.7100e-003**	**0.0391**	**0.0171**	**3.4100e-003**	**0.0205**	**0.0000**	**9.0514**	**9.0514**	**2.9300e-003**	**0.0000**	**9.1245**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

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	3.3100e-003	0.1221	0.0260	4.5000e-004	0.0120	1.0900e-003	0.0131	3.3000e-003	1.0500e-003	4.3500e-003	0.0000	44.4432	44.4432	1.4600e-003	7.0400e-003	46.5775
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.2000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3178	0.3178	1.0000e-005	1.0000e-005	0.3207
Total	**3.4500e-003**	**0.1222**	**0.0272**	**4.5000e-004**	**0.0124**	**1.0900e-003**	**0.0135**	**3.4100e-003**	**1.0500e-003**	**4.4600e-003**	**0.0000**	**44.7609**	**44.7609**	**1.4700e-003**	**7.0500e-003**	**46.8982**

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					0.0354	0.0000	0.0354	0.0171	0.0000	0.0171	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7000e-003	0.0849	0.0461	1.0000e-004		3.7100e-003	3.7100e-003		3.4100e-003	3.4100e-003	0.0000	9.0514	9.0514	2.9300e-003	0.0000	9.1245
Total	**7.7000e-003**	**0.0849**	**0.0461**	**1.0000e-004**	**0.0354**	**3.7100e-003**	**0.0391**	**0.0171**	**3.4100e-003**	**0.0205**	**0.0000**	**9.0514**	**9.0514**	**2.9300e-003**	**0.0000**	**9.1245**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

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	3.3100e-003	0.1221	0.0260	4.5000e-004	0.0120	1.0900e-003	0.0131	3.3000e-003	1.0500e-003	4.3500e-003	0.0000	44.4432	44.4432	1.4600e-003	7.0400e-003	46.5775
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.2000e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3178	0.3178	1.0000e-005	1.0000e-005	0.3207
Total	**3.4500e-003**	**0.1222**	**0.0272**	**4.5000e-004**	**0.0124**	**1.0900e-003**	**0.0135**	**3.4100e-003**	**1.0500e-003**	**4.4600e-003**	**0.0000**	**44.7609**	**44.7609**	**1.4700e-003**	**7.0500e-003**	**46.8982**

3.5 Paving - 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	7.0600e-003	0.0700	0.0877	1.3000e-004		3.6600e-003	3.6600e-003		3.3700e-003	3.3700e-003	0.0000	11.6325	11.6325	3.6900e-003	0.0000	11.7247
Paving	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.0200e-003**	**0.0700**	**0.0877**	**1.3000e-004**		**3.6600e-003**	**3.6600e-003**		**3.3700e-003**	**3.3700e-003**	**0.0000**	**11.6325**	**11.6325**	**3.6900e-003**	**0.0000**	**11.7247**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.6900e-003	1.0000e-005	8.9000e-004	0.0000	8.9000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.7150	0.7150	2.0000e-005	2.0000e-005	0.7217
Total	**3.1000e-004**	**2.2000e-004**	**2.6900e-003**	**1.0000e-005**	**8.9000e-004**	**0.0000**	**8.9000e-004**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**0.7150**	**0.7150**	**2.0000e-005**	**2.0000e-005**	**0.7217**

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	7.0600e-003	0.0700	0.0877	1.3000e-004		3.6600e-003	3.6600e-003		3.3700e-003	3.3700e-003	0.0000	11.6325	11.6325	3.6900e-003	0.0000	11.7247
Paving	9.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.0200e-003**	**0.0700**	**0.0877**	**1.3000e-004**		**3.6600e-003**	**3.6600e-003**		**3.3700e-003**	**3.3700e-003**	**0.0000**	**11.6325**	**11.6325**	**3.6900e-003**	**0.0000**	**11.7247**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.2000e-004	2.6900e-003	1.0000e-005	8.9000e-004	0.0000	8.9000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.7150	0.7150	2.0000e-005	2.0000e-005	0.7217
Total	**3.1000e-004**	**2.2000e-004**	**2.6900e-003**	**1.0000e-005**	**8.9000e-004**	**0.0000**	**8.9000e-004**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**0.7150**	**0.7150**	**2.0000e-005**	**2.0000e-005**	**0.7217**

3.6 Building Construction - 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	0.0928	0.7302	0.7177	1.2500e-003		0.0351	0.0351		0.0337	0.0337	0.0000	103.8401	103.8401	0.0200	0.0000	104.3409
Total	**0.0928**	**0.7302**	**0.7177**	**1.2500e-003**		**0.0351**	**0.0351**		**0.0337**	**0.0337**	**0.0000**	**103.8401**	**103.8401**	**0.0200**	**0.0000**	**104.3409**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2022

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	3.2000e-004	8.3800e-003	2.4400e-003	3.0000e-005	9.8000e-004	9.0000e-005	1.0700e-003	2.8000e-004	8.0000e-005	3.7000e-004	0.0000	3.0893	3.0893	7.0000e-005	4.6000e-004	3.2275
Worker	9.6000e-004	6.9000e-004	8.3700e-003	2.0000e-005	2.7700e-003	2.0000e-005	2.7800e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.2243	2.2243	7.0000e-005	6.0000e-005	2.2452
Total	**1.2800e-003**	**9.0700e-003**	**0.0108**	**5.0000e-005**	**3.7500e-003**	**1.1000e-004**	**3.8500e-003**	**1.0200e-003**	**9.0000e-005**	**1.1200e-003**	**0.0000**	**5.3136**	**5.3136**	**1.4000e-004**	**5.2000e-004**	**5.4726**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0928	0.7302	0.7177	1.2500e-003		0.0351	0.0351		0.0337	0.0337	0.0000	103.8399	103.8399	0.0200	0.0000	104.3408
Total	**0.0928**	**0.7302**	**0.7177**	**1.2500e-003**		**0.0351**	**0.0351**		**0.0337**	**0.0337**	**0.0000**	**103.8399**	**103.8399**	**0.0200**	**0.0000**	**104.3408**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2022

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	3.2000e-004	8.3800e-003	2.4400e-003	3.0000e-005	9.8000e-004	9.0000e-005	1.0700e-003	2.8000e-004	8.0000e-005	3.7000e-004	0.0000	3.0893	3.0893	7.0000e-005	4.6000e-004	3.2275
Worker	9.6000e-004	6.9000e-004	8.3700e-003	2.0000e-005	2.7700e-003	2.0000e-005	2.7800e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.2243	2.2243	7.0000e-005	6.0000e-005	2.2452
Total	**1.2800e-003**	**9.0700e-003**	**0.0108**	**5.0000e-005**	**3.7500e-003**	**1.1000e-004**	**3.8500e-003**	**1.0200e-003**	**9.0000e-005**	**1.1200e-003**	**0.0000**	**5.3136**	**5.3136**	**1.4000e-004**	**5.2000e-004**	**5.4726**

3.6 Building Construction - 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	0.1028	0.8174	0.8529	1.5000e-003		0.0368	0.0368		0.0353	0.0353	0.0000	124.6212	124.6212	0.0236	0.0000	125.2104
Total	**0.1028**	**0.8174**	**0.8529**	**1.5000e-003**		**0.0368**	**0.0368**		**0.0353**	**0.0353**	**0.0000**	**124.6212**	**124.6212**	**0.0236**	**0.0000**	**125.2104**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2023

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	1.9000e-004	8.0000e-003	2.5000e-003	4.0000e-005	1.1800e-003	5.0000e-005	1.2300e-003	3.4000e-004	4.0000e-005	3.9000e-004	0.0000	3.5531	3.5531	7.0000e-005	5.3000e-004	3.7116
Worker	1.0700e-003	7.4000e-004	9.3100e-003	3.0000e-005	3.3200e-003	2.0000e-005	3.3400e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.6011	2.6011	7.0000e-005	7.0000e-005	2.6242
Total	**1.2600e-003**	**8.7400e-003**	**0.0118**	**7.0000e-005**	**4.5000e-003**	**7.0000e-005**	**4.5700e-003**	**1.2200e-003**	**6.0000e-005**	**1.2900e-003**	**0.0000**	**6.1542**	**6.1542**	**1.4000e-004**	**6.0000e-004**	**6.3358**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1028	0.8174	0.8529	1.5000e-003		0.0368	0.0368		0.0353	0.0353	0.0000	124.6211	124.6211	0.0236	0.0000	125.2103
Total	**0.1028**	**0.8174**	**0.8529**	**1.5000e-003**		**0.0368**	**0.0368**		**0.0353**	**0.0353**	**0.0000**	**124.6211**	**124.6211**	**0.0236**	**0.0000**	**125.2103**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2023

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	1.9000e-004	8.0000e-003	2.5000e-003	4.0000e-005	1.1800e-003	5.0000e-005	1.2300e-003	3.4000e-004	4.0000e-005	3.9000e-004	0.0000	3.5531	3.5531	7.0000e-005	5.3000e-004	3.7116
Worker	1.0700e-003	7.4000e-004	9.3100e-003	3.0000e-005	3.3200e-003	2.0000e-005	3.3400e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.6011	2.6011	7.0000e-005	7.0000e-005	2.6242
Total	**1.2600e-003**	**8.7400e-003**	**0.0118**	**7.0000e-005**	**4.5000e-003**	**7.0000e-005**	**4.5700e-003**	**1.2200e-003**	**6.0000e-005**	**1.2900e-003**	**0.0000**	**6.1542**	**6.1542**	**1.4000e-004**	**6.0000e-004**	**6.3358**

3.7 Architectural Coating - 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					
Archit. Coating	0.0240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-003	0.0634	0.0816	1.3000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	11.4896	11.4896	7.5000e-004	0.0000	11.5083
Total	**0.0332**	**0.0634**	**0.0816**	**1.3000e-004**		**3.6800e-003**	**3.6800e-003**		**3.6800e-003**	**3.6800e-003**	**0.0000**	**11.4896**	**11.4896**	**7.5000e-004**	**0.0000**	**11.5083**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

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	1.2000e-004	9.0000e-005	1.0800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2860	0.2860	1.0000e-005	1.0000e-005	0.2887
Total	**1.2000e-004**	**9.0000e-005**	**1.0800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2860**	**0.2860**	**1.0000e-005**	**1.0000e-005**	**0.2887**

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	0.0240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-003	0.0634	0.0816	1.3000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	11.4896	11.4896	7.5000e-004	0.0000	11.5083
Total	**0.0332**	**0.0634**	**0.0816**	**1.3000e-004**		**3.6800e-003**	**3.6800e-003**		**3.6800e-003**	**3.6800e-003**	**0.0000**	**11.4896**	**11.4896**	**7.5000e-004**	**0.0000**	**11.5083**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

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	1.2000e-004	9.0000e-005	1.0800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2860	0.2860	1.0000e-005	1.0000e-005	0.2887
Total	**1.2000e-004**	**9.0000e-005**	**1.0800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2860**	**0.2860**	**1.0000e-005**	**1.0000e-005**	**0.2887**

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	0.0347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0125	0.0847	0.1177	1.9000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	16.5962	16.5962	9.9000e-004	0.0000	16.6210
Total	**0.0471**	**0.0847**	**0.1177**	**1.9000e-004**		**4.6000e-003**	**4.6000e-003**		**4.6000e-003**	**4.6000e-003**	**0.0000**	**16.5962**	**16.5962**	**9.9000e-004**	**0.0000**	**16.6210**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

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	1.7000e-004	1.1000e-004	1.4400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4025	0.4025	1.0000e-005	1.0000e-005	0.4061
Total	**1.7000e-004**	**1.1000e-004**	**1.4400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4025**	**0.4025**	**1.0000e-005**	**1.0000e-005**	**0.4061**

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	0.0347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0125	0.0847	0.1177	1.9000e-004		4.6000e-003	4.6000e-003		4.6000e-003	4.6000e-003	0.0000	16.5961	16.5961	9.9000e-004	0.0000	16.6210
Total	**0.0471**	**0.0847**	**0.1177**	**1.9000e-004**		**4.6000e-003**	**4.6000e-003**		**4.6000e-003**	**4.6000e-003**	**0.0000**	**16.5961**	**16.5961**	**9.9000e-004**	**0.0000**	**16.6210**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

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	1.7000e-004	1.1000e-004	1.4400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4025	0.4025	1.0000e-005	1.0000e-005	0.4061
Total	**1.7000e-004**	**1.1000e-004**	**1.4400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4025**	**0.4025**	**1.0000e-005**	**1.0000e-005**	**0.4061**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
Mitigated	0.3014	0.2184	1.9678	2.2800e-003	0.2561	1.9900e-003	0.2581	0.0684	1.8500e-003	0.0703	0.0000	222.8290	222.8290	0.0287	0.0182	228.9710
Unmitigated	0.3080	0.2292	2.0624	2.5500e-003	0.2904	2.1500e-003	0.2926	0.0776	2.0000e-003	0.0796	0.0000	248.5146	248.5146	0.0297	0.0191	254.9520

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market with Gas Pumps	1,468.56	1,468.56	1468.56	787,742	694,788
Parking Lot	0.00	0.00	0.00		
Total	1,468.56	1,468.56	1,468.56	787,742	694,788

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
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
Convenience Market with Gas Pumps	0.555148	0.059467	0.187500	0.120419	0.022094	0.005825	0.011277	0.007430	0.000952	0.000505	0.025870	0.000875	0.002638
Parking Lot	0.555148	0.059467	0.187500	0.120419	0.022094	0.005825	0.011277	0.007430	0.000952	0.000505	0.025870	0.000875	0.002638

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	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	9.8410	9.8410	1.5900e-003	1.9000e-004	9.9383
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10.7663	10.7663	1.7400e-003	2.1000e-004	10.8727
NaturalGas Mitigated	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696
NaturalGas Unmitigated	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market with Gas Pumps	25513	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696
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		**1.4000e-004**	**1.2500e-003**	**1.0500e-003**	**1.0000e-005**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**1.3615**	**1.3615**	**3.0000e-005**	**2.0000e-005**	**1.3696**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market with Gas Pumps	25513	1.4000e-004	1.2500e-003	1.0500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.3615	1.3615	3.0000e-005	2.0000e-005	1.3696
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		**1.4000e-004**	**1.2500e-003**	**1.0500e-003**	**1.0000e-005**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**	**0.0000**	**1.3615**	**1.3615**	**3.0000e-005**	**2.0000e-005**	**1.3696**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market with Gas Pumps	113282	10.4813	1.7000e-003	2.1000e-004	10.5849
Parking Lot	3080	0.2850	5.0000e-005	1.0000e-005	0.2878
Total		**10.7663**	**1.7500e-003**	**2.2000e-004**	**10.8727**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market with Gas Pumps	108282	10.0187	1.6200e-003	2.0000e-004	10.1177
Parking Lot	-1920	-0.1777	0.0000	0.0000	-0.1794
Total		**9.8410**	**1.5900e-003**	**2.0000e-004**	**9.9383**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	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	0.0490	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Unmitigated	0.0490	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	5.8700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0432					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Total	**0.0491**	**0.0000**	**2.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.4000e-004**	**5.4000e-004**	**0.0000**	**0.0000**	**5.7000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.8700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0432					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	2.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.4000e-004	5.4000e-004	0.0000	0.0000	5.7000e-004
Total	**0.0491**	**0.0000**	**2.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.4000e-004**	**5.4000e-004**	**0.0000**	**0.0000**	**5.7000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0817	2.7300e-003	7.0000e-005	0.1696
Unmitigated	0.0850	2.7400e-003	7.0000e-005	0.1729

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market with Gas Pumps	0.0836574 / 0.0512739	0.0850	2.7400e-003	7.0000e-005	0.1729
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0850**	**2.7400e-003**	**7.0000e-005**	**0.1729**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market with Gas Pumps	0.0836574 / 0.0410191	0.0817	2.7300e-003	7.0000e-005	0.1696
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0817**	**2.7300e-003**	**7.0000e-005**	**0.1696**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	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 Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

LMK Gas Station Project

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	22.00	Space	0.73	8,800.00	0
Convenience Market with Gas Pumps	8.00	Pump	1.98	10,903.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2024
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 - Lot Acreage and square footage adjusted based on the site plan for the proposed project.

Construction Phase - Construction phase timing based on applicant provided AQ Questionnaire.

Demolition -

Grading - Based on AQ Questionnaire.

Vehicle Trips - Based on Traffic Impact Analysis and AQ Questionnaire prepared for the proposed project.

Mobile Land Use Mitigation - Based on AQ Questionnaire.

Area Mitigation - Compliant with BAAQMD requirements.

Energy Mitigation - Based on AQ Questionnaire

Water Mitigation - Compliant with MWELO.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	3.00	10.00
tblConstructionPhase	NumDays	6.00	10.00
tblConstructionPhase	NumDays	10.00	15.00
tblConstructionPhase	NumDays	10.00	220.00
tblGrading	MaterialExported	0.00	7,171.00
tblGrading	MaterialImported	0.00	7,171.00
tblLandUse	LandUseSquareFeet	1,129.40	10,903.00
tblLandUse	LotAcreage	0.20	0.73
tblLandUse	LotAcreage	0.03	1.98
tblVehicleTrips	ST_TR	322.50	183.57
tblVehicleTrips	SU_TR	322.50	183.57
tblVehicleTrips	WD_TR	322.50	183.57

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.3495	49.9004	26.7231	0.1303	9.7679	1.4501	11.2180	4.1589	1.3432	5.5022	0.0000	13,688.8943	13,688.8943	1.5155	1.5563	14,190.5561
2023	2.4637	15.0680	16.2579	0.0292	0.0860	0.6856	0.7716	0.0233	0.6599	0.6832	0.0000	2,694.5173	2,694.5173	0.4526	0.0110	2,709.1192
Maximum	**3.3495**	**49.9004**	**26.7231**	**0.1303**	**9.7679**	**1.4501**	**11.2180**	**4.1589**	**1.3432**	**5.5022**	**0.0000**	**13,688.8943**	**13,688.8943**	**1.5155**	**1.5563**	**14,190.5561**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.3495	49.9004	26.7231	0.1303	9.7679	1.4501	11.2180	4.1589	1.3432	5.5022	0.0000	13,688.8943	13,688.8943	1.5155	1.5563	14,190.5561
2023	2.4637	15.0680	16.2579	0.0292	0.0860	0.6856	0.7716	0.0233	0.6599	0.6832	0.0000	2,694.5173	2,694.5173	0.4526	0.0110	2,709.1192
Maximum	**3.3495**	**49.9004**	**26.7231**	**0.1303**	**9.7679**	**1.4501**	**11.2180**	**4.1589**	**1.3432**	**5.5022**	**0.0000**	**13,688.8943**	**13,688.8943**	**1.5155**	**1.5563**	**14,190.5561**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Energy	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
Mobile	2.6222	1.4732	12.2178	0.0172	1.6580	0.0155	1.6735	0.4416	0.0144	0.4559		1,782.8057	1,782.8057	0.2140	0.1319	1,827.4737
Total	**2.8918**	**1.4801**	**12.2266**	**0.0173**	**1.6580**	**0.0160**	**1.6740**	**0.4416**	**0.0149**	**0.4565**		**1,791.0356**	**1,791.0356**	**0.2142**	**0.1321**	**1,835.7529**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Energy	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
Mobile	2.5821	1.4021	11.5462	0.0154	1.4624	0.0143	1.4767	0.3895	0.0133	0.4028		1,597.1143	1,597.1143	0.2069	0.1258	1,639.7677
Total	**2.8518**	**1.4089**	**11.5550**	**0.0155**	**1.4624**	**0.0148**	**1.4772**	**0.3895**	**0.0138**	**0.4033**		**1,605.3442**	**1,605.3442**	**0.2071**	**0.1259**	**1,648.0470**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	N20	CO2e
Percent Reduction	1.38	4.81	5.49	10.42	11.80	7.25	11.76	11.80	7.19	11.65	0.00	10.37	10.37	3.29	4.67	10.23

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	6/28/2022	5	20	
2	Site Preparation	Site Preparation	6/29/2022	7/12/2022	5	10	
3	Grading	Grading	7/13/2022	7/26/2022	5	10	
4	Paving	Paving	7/26/2022	8/15/2022	5	15	
5	Building Construction	Building Construction	8/15/2022	6/16/2023	5	220	
6	Architectural Coating	Architectural Coating	8/29/2022	6/30/2023	5	220	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 10

Acres of Paving: 0.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 16,355; Non-Residential Outdoor: 5,452; Striped Parking Area: 528 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	5	13.00	0.00	11.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,418.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	7.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	lb/day										lb/day					
Fugitive Dust					0.1181	0.0000	0.1181	0.0179	0.0000	0.0179			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**0.1181**	**0.8379**	**0.9560**	**0.0179**	**0.7829**	**0.8008**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5900e-003	0.0913	0.0200	3.5000e-004	9.6200e-003	8.5000e-004	0.0105	2.6400e-003	8.1000e-004	3.4500e-003		37.9985	37.9985	1.2500e-003	6.0200e-003	39.8233
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
Worker	0.0378	0.0228	0.3361	9.6000e-004	0.1068	5.6000e-004	0.1074	0.0283	5.1000e-004	0.0288		97.2482	97.2482	2.6500e-003	2.4200e-003	98.0371
Total	**0.0404**	**0.1141**	**0.3561**	**1.3100e-003**	**0.1164**	**1.4100e-003**	**0.1178**	**0.0310**	**1.3200e-003**	**0.0323**		**135.2467**	**135.2467**	**3.9000e-003**	**8.4400e-003**	**137.8604**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1181	0.0000	0.1181	0.0179	0.0000	0.0179			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**0.1181**	**0.8379**	**0.9560**	**0.0179**	**0.7829**	**0.8008**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5900e-003	0.0913	0.0200	3.5000e-004	9.6200e-003	8.5000e-004	0.0105	2.6400e-003	8.1000e-004	3.4500e-003		37.9985	37.9985	1.2500e-003	6.0200e-003	39.8233
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
Worker	0.0378	0.0228	0.3361	9.6000e-004	0.1068	5.6000e-004	0.1074	0.0283	5.1000e-004	0.0288		97.2482	97.2482	2.6500e-003	2.4200e-003	98.0371
Total	**0.0404**	**0.1141**	**0.3561**	**1.3100e-003**	**0.1164**	**1.4100e-003**	**0.1178**	**0.0310**	**1.3200e-003**	**0.0323**		**135.2467**	**135.2467**	**3.9000e-003**	**8.4400e-003**	**137.8604**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 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	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476		2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**1.5908**	**0.5952**	**2.1859**	**0.1718**	**0.5476**	**0.7193**		**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0233	0.0140	0.2068	5.9000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.2000e-004	0.0178		59.8450	59.8450	1.6300e-003	1.4900e-003	60.3305
Total	**0.0233**	**0.0140**	**0.2068**	**5.9000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.2000e-004**	**0.0178**		**59.8450**	**59.8450**	**1.6300e-003**	**1.4900e-003**	**60.3305**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476	0.0000	2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**1.5908**	**0.5952**	**2.1859**	**0.1718**	**0.5476**	**0.7193**	**0.0000**	**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0233	0.0140	0.2068	5.9000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.2000e-004	0.0178		59.8450	59.8450	1.6300e-003	1.4900e-003	60.3305
Total	**0.0233**	**0.0140**	**0.2068**	**5.9000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.2000e-004**	**0.0178**		**59.8450**	**59.8450**	**1.6300e-003**	**1.4900e-003**	**60.3305**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 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	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6678	23.5408	5.1597	0.0900	2.4799	0.2189	2.6988	0.6797	0.2094	0.8891		9,796.7069	9,796.7069	0.3232	1.5516	10,267.1708
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
Worker	0.0291	0.0175	0.2585	7.4000e-004	0.0822	4.3000e-004	0.0826	0.0218	4.0000e-004	0.0222		74.8063	74.8063	2.0400e-003	1.8700e-003	75.4131
Total	**0.6969**	**23.5584**	**5.4182**	**0.0907**	**2.5621**	**0.2193**	**2.7814**	**0.7015**	**0.2098**	**0.9113**		**9,871.5132**	**9,871.5132**	**0.3252**	**1.5535**	**10,342.5839**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6678	23.5408	5.1597	0.0900	2.4799	0.2189	2.6988	0.6797	0.2094	0.8891		9,796.7069	9,796.7069	0.3232	1.5516	10,267.1708
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
Worker	0.0291	0.0175	0.2585	7.4000e-004	0.0822	4.3000e-004	0.0826	0.0218	4.0000e-004	0.0222		74.8063	74.8063	2.0400e-003	1.8700e-003	75.4131
Total	**0.6969**	**23.5584**	**5.4182**	**0.0907**	**2.5621**	**0.2193**	**2.7814**	**0.7015**	**0.2098**	**0.9113**		**9,871.5132**	**9,871.5132**	**0.3252**	**1.5535**	**10,342.5839**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 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	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500		1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.1275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0687**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**		**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0436	0.0263	0.3878	1.1000e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		112.2095	112.2095	3.0600e-003	2.8000e-003	113.1197
Total	**0.0436**	**0.0263**	**0.3878**	**1.1000e-003**	**0.1232**	**6.4000e-004**	**0.1239**	**0.0327**	**5.9000e-004**	**0.0333**		**112.2095**	**112.2095**	**3.0600e-003**	**2.8000e-003**	**113.1197**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500	0.0000	1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.1275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0687**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**	**0.0000**	**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0436	0.0263	0.3878	1.1000e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		112.2095	112.2095	3.0600e-003	2.8000e-003	113.1197
Total	**0.0436**	**0.0263**	**0.3878**	**1.1000e-003**	**0.1232**	**6.4000e-004**	**0.1239**	**0.0327**	**5.9000e-004**	**0.0333**		**112.2095**	**112.2095**	**3.0600e-003**	**2.8000e-003**	**113.1197**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 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	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**		**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.4700e-003	0.1618	0.0481	6.4000e-004	0.0203	1.7200e-003	0.0220	5.8500e-003	1.6500e-003	7.5000e-003		68.0958	68.0958	1.4800e-003	0.0101	71.1396
Worker	0.0204	0.0123	0.1810	5.1000e-004	0.0575	3.0000e-004	0.0578	0.0153	2.8000e-004	0.0155		52.3644	52.3644	1.4300e-003	1.3100e-003	52.7892
Total	**0.0268**	**0.1741**	**0.2290**	**1.1500e-003**	**0.0778**	**2.0200e-003**	**0.0798**	**0.0211**	**1.9300e-003**	**0.0230**		**120.4602**	**120.4602**	**2.9100e-003**	**0.0114**	**123.9288**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**	**0.0000**	**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.4700e-003	0.1618	0.0481	6.4000e-004	0.0203	1.7200e-003	0.0220	5.8500e-003	1.6500e-003	7.5000e-003		68.0958	68.0958	1.4800e-003	0.0101	71.1396
Worker	0.0204	0.0123	0.1810	5.1000e-004	0.0575	3.0000e-004	0.0578	0.0153	2.8000e-004	0.0155		52.3644	52.3644	1.4300e-003	1.3100e-003	52.7892
Total	**0.0268**	**0.1741**	**0.2290**	**1.1500e-003**	**0.0778**	**2.0200e-003**	**0.0798**	**0.0211**	**1.9300e-003**	**0.0230**		**120.4602**	**120.4602**	**2.9100e-003**	**0.0114**	**123.9288**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 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	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2600e-003	0.1287	0.0411	6.1000e-004	0.0203	7.8000e-004	0.0211	5.8500e-003	7.5000e-004	6.5900e-003		65.2383	65.2383	1.3400e-003	9.6400e-003	68.1457
Worker	0.0189	0.0109	0.1673	5.0000e-004	0.0575	2.9000e-004	0.0578	0.0153	2.6000e-004	0.0155		51.0192	51.0192	1.2900e-003	1.2100e-003	51.4120
Total	**0.0222**	**0.1396**	**0.2084**	**1.1100e-003**	**0.0778**	**1.0700e-003**	**0.0789**	**0.0211**	**1.0100e-003**	**0.0221**		**116.2575**	**116.2575**	**2.6300e-003**	**0.0109**	**119.5577**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2600e-003	0.1287	0.0411	6.1000e-004	0.0203	7.8000e-004	0.0211	5.8500e-003	7.5000e-004	6.5900e-003		65.2383	65.2383	1.3400e-003	9.6400e-003	68.1457
Worker	0.0189	0.0109	0.1673	5.0000e-004	0.0575	2.9000e-004	0.0578	0.0153	2.6000e-004	0.0155		51.0192	51.0192	1.2900e-003	1.2100e-003	51.4120
Total	**0.0222**	**0.1396**	**0.2084**	**1.1100e-003**	**0.0778**	**1.0700e-003**	**0.0789**	**0.0211**	**1.0100e-003**	**0.0221**		**116.2575**	**116.2575**	**2.6300e-003**	**0.0109**	**119.5577**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 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	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**0.7381**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	2.9100e-003	1.7500e-003	0.0259	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		7.4806	7.4806	2.0000e-004	1.9000e-004	7.5413
Total	**2.9100e-003**	**1.7500e-003**	**0.0259**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**7.4806**	**7.4806**	**2.0000e-004**	**1.9000e-004**	**7.5413**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**0.7381**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	2.9100e-003	1.7500e-003	0.0259	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		7.4806	7.4806	2.0000e-004	1.9000e-004	7.5413
Total	**2.9100e-003**	**1.7500e-003**	**0.0259**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**7.4806**	**7.4806**	**2.0000e-004**	**1.9000e-004**	**7.5413**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**0.7252**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	2.7000e-003	1.5500e-003	0.0239	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		7.2885	7.2885	1.8000e-004	1.7000e-004	7.3446
Total	**2.7000e-003**	**1.5500e-003**	**0.0239**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**7.2885**	**7.2885**	**1.8000e-004**	**1.7000e-004**	**7.3446**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**0.7252**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	2.7000e-003	1.5500e-003	0.0239	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		7.2885	7.2885	1.8000e-004	1.7000e-004	7.3446
Total	**2.7000e-003**	**1.5500e-003**	**0.0239**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**7.2885**	**7.2885**	**1.8000e-004**	**1.7000e-004**	**7.3446**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.5821	1.4021	11.5462	0.0154	1.4624	0.0143	1.4767	0.3895	0.0133	0.4028		1,597.1143	1,597.1143	0.2069	0.1258	1,639.7677
Unmitigated	2.6222	1.4732	12.2178	0.0172	1.6580	0.0155	1.6735	0.4416	0.0144	0.4559		1,782.8057	1,782.8057	0.2140	0.1319	1,827.4737

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market with Gas Pumps	1,468.56	1,468.56	1468.56	787,742	694,788
Parking Lot	0.00	0.00	0.00		
Total	1,468.56	1,468.56	1,468.56	787,742	694,788

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871
Parking Lot	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
NaturalGas Unmitigated	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market with Gas Pumps	69.8987	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
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
Total		**7.5000e-004**	**6.8500e-003**	**5.7600e-003**	**4.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**		**8.2234**	**8.2234**	**1.6000e-004**	**1.5000e-004**	**8.2722**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market with Gas Pumps	0.0698987	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
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
Total		**7.5000e-004**	**6.8500e-003**	**5.7600e-003**	**4.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**		**8.2234**	**8.2234**	**1.6000e-004**	**1.5000e-004**	**8.2722**

6.0 Area Detail

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Unmitigated	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0322					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8000e-004	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Total	**0.2689**	**3.0000e-005**	**3.0600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**6.5700e-003**	**6.5700e-003**	**2.0000e-005**		**6.9900e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0322					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8000e-004	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Total	**0.2689**	**3.0000e-005**	**3.0600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**6.5700e-003**	**6.5700e-003**	**2.0000e-005**		**6.9900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

LMK Gas Station Project

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	22.00	Space	0.73	8,800.00	0
Convenience Market with Gas Pumps	8.00	Pump	1.98	10,903.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2024
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 - Lot Acreage and square footage adjusted based on the site plan for the proposed project.

Construction Phase - Construction phase timing based on applicant provided AQ Questionnaire.

Demolition -

Grading - Based on AQ Questionnaire.

Vehicle Trips - Based on Traffic Impact Analysis and AQ Questionnaire prepared for the proposed project.

Mobile Land Use Mitigation - Based on AQ Questionnaire.

Area Mitigation - Compliant with BAAQMD requirements.

Energy Mitigation - Based on AQ Questionnaire

Water Mitigation - Compliant with MWELO.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	3.00	10.00
tblConstructionPhase	NumDays	6.00	10.00
tblConstructionPhase	NumDays	10.00	15.00
tblConstructionPhase	NumDays	10.00	220.00
tblGrading	MaterialExported	0.00	7,171.00
tblGrading	MaterialImported	0.00	7,171.00
tblLandUse	LandUseSquareFeet	1,129.40	10,903.00
tblLandUse	LotAcreage	0.20	0.73
tblLandUse	LotAcreage	0.03	1.98
tblVehicleTrips	ST_TR	322.50	183.57
tblVehicleTrips	SU_TR	322.50	183.57
tblVehicleTrips	WD_TR	322.50	183.57

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.3359	51.2088	26.7761	0.1302	9.7679	1.4504	11.2183	4.1589	1.3435	5.5025	0.0000	13,678.7897	13,678.7897	1.5153	1.5576	14,180.8349
2023	2.4642	15.0784	16.2512	0.0291	0.0860	0.6856	0.7716	0.0233	0.6599	0.6832	0.0000	2,690.4776	2,690.4776	0.4528	0.0113	2,705.1539
Maximum	**3.3359**	**51.2088**	**26.7761**	**0.1302**	**9.7679**	**1.4504**	**11.2183**	**4.1589**	**1.3435**	**5.5025**	**0.0000**	**13,678.7897**	**13,678.7897**	**1.5153**	**1.5576**	**14,180.8349**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.3359	51.2088	26.7761	0.1302	9.7679	1.4504	11.2183	4.1589	1.3435	5.5025	0.0000	13,678.7897	13,678.7897	1.5153	1.5576	14,180.8349
2023	2.4642	15.0784	16.2512	0.0291	0.0860	0.6856	0.7716	0.0233	0.6599	0.6832	0.0000	2,690.4776	2,690.4776	0.4528	0.0113	2,705.1539
Maximum	**3.3359**	**51.2088**	**26.7761**	**0.1302**	**9.7679**	**1.4504**	**11.2183**	**4.1589**	**1.3435**	**5.5025**	**0.0000**	**13,678.7897**	**13,678.7897**	**1.5153**	**1.5576**	**14,180.8349**

LMK Gas Station Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Energy	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
Mobile	2.1890	1.7093	15.1021	0.0164	1.6580	0.0155	1.6735	0.4416	0.0144	0.4560		1,697.4802	1,697.4802	0.2667	0.1478	1,748.1881
Total	**2.4586**	**1.7162**	**15.1110**	**0.0165**	**1.6580**	**0.0160**	**1.6740**	**0.4416**	**0.0149**	**0.4565**		**1,705.7101**	**1,705.7101**	**0.2669**	**0.1479**	**1,756.4673**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Energy	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
Mobile	2.1469	1.6279	14.4537	0.0147	1.4624	0.0143	1.4767	0.3895	0.0133	0.4028		1,522.6318	1,522.6318	0.2595	0.1411	1,571.1776
Total	**2.4165**	**1.6348**	**14.4625**	**0.0148**	**1.4624**	**0.0149**	**1.4772**	**0.3895**	**0.0138**	**0.4033**		**1,530.8617**	**1,530.8617**	**0.2597**	**0.1413**	**1,579.4568**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	N20	CO2e
Percent Reduction	1.71	4.74	4.29	10.27	11.80	7.18	11.76	11.80	7.24	11.65	0.00	10.25	10.25	2.68	4.50	10.08

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2022	6/28/2022	5	20	
2	Site Preparation	Site Preparation	6/29/2022	7/12/2022	5	10	
3	Grading	Grading	7/13/2022	7/26/2022	5	10	
4	Paving	Paving	7/26/2022	8/15/2022	5	15	
5	Building Construction	Building Construction	8/15/2022	6/16/2023	5	220	
6	Architectural Coating	Architectural Coating	8/29/2022	6/30/2023	5	220	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 10

Acres of Paving: 0.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 16,355; Non-Residential Outdoor: 5,452; Striped Parking Area: 528 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	5	13.00	0.00	11.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,418.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	7.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	lb/day										lb/day					
Fugitive Dust					0.1181	0.0000	0.1181	0.0179	0.0000	0.0179			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**0.1181**	**0.8379**	**0.9560**	**0.0179**	**0.7829**	**0.8008**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5300e-003	0.0963	0.0203	3.5000e-004	9.6200e-003	8.5000e-004	0.0105	2.6400e-003	8.1000e-004	3.4500e-003		38.0109	38.0109	1.2500e-003	6.0200e-003	39.8363
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
Worker	0.0386	0.0282	0.3206	8.9000e-004	0.1068	5.6000e-004	0.1074	0.0283	5.1000e-004	0.0288		90.3377	90.3377	3.0000e-003	2.7900e-003	91.2450
Total	**0.0412**	**0.1245**	**0.3409**	**1.2400e-003**	**0.1164**	**1.4100e-003**	**0.1178**	**0.0310**	**1.3200e-003**	**0.0323**		**128.3486**	**128.3486**	**4.2500e-003**	**8.8100e-003**	**131.0812**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1181	0.0000	0.1181	0.0179	0.0000	0.0179			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**0.1181**	**0.8379**	**0.9560**	**0.0179**	**0.7829**	**0.8008**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.5300e-003	0.0963	0.0203	3.5000e-004	9.6200e-003	8.5000e-004	0.0105	2.6400e-003	8.1000e-004	3.4500e-003		38.0109	38.0109	1.2500e-003	6.0200e-003	39.8363
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
Worker	0.0386	0.0282	0.3206	8.9000e-004	0.1068	5.6000e-004	0.1074	0.0283	5.1000e-004	0.0288		90.3377	90.3377	3.0000e-003	2.7900e-003	91.2450
Total	**0.0412**	**0.1245**	**0.3409**	**1.2400e-003**	**0.1164**	**1.4100e-003**	**0.1178**	**0.0310**	**1.3200e-003**	**0.0323**		**128.3486**	**128.3486**	**4.2500e-003**	**8.8100e-003**	**131.0812**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 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	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476		2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**1.5908**	**0.5952**	**2.1859**	**0.1718**	**0.5476**	**0.7193**		**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0238	0.0173	0.1973	5.5000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.2000e-004	0.0178		55.5924	55.5924	1.8500e-003	1.7200e-003	56.1508
Total	**0.0238**	**0.0173**	**0.1973**	**5.5000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.2000e-004**	**0.0178**		**55.5924**	**55.5924**	**1.8500e-003**	**1.7200e-003**	**56.1508**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3784	15.6673	10.0558	0.0245		0.5952	0.5952		0.5476	0.5476	0.0000	2,375.1569	2,375.1569	0.7682		2,394.3613
Total	**1.3784**	**15.6673**	**10.0558**	**0.0245**	**1.5908**	**0.5952**	**2.1859**	**0.1718**	**0.5476**	**0.7193**	**0.0000**	**2,375.1569**	**2,375.1569**	**0.7682**		**2,394.3613**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0238	0.0173	0.1973	5.5000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.2000e-004	0.0178		55.5924	55.5924	1.8500e-003	1.7200e-003	56.1508
Total	**0.0238**	**0.0173**	**0.1973**	**5.5000e-004**	**0.0657**	**3.4000e-004**	**0.0661**	**0.0174**	**3.2000e-004**	**0.0178**		**55.5924**	**55.5924**	**1.8500e-003**	**1.7200e-003**	**56.1508**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 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	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829		1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**		**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6526	24.8389	5.2426	0.0900	2.4799	0.2192	2.6991	0.6797	0.2097	0.8894		9,799.8917	9,799.8917	0.3223	1.5522	10,270.5112
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
Worker	0.0297	0.0217	0.2466	6.8000e-004	0.0822	4.3000e-004	0.0826	0.0218	4.0000e-004	0.0222		69.4905	69.4905	2.3100e-003	2.1500e-003	70.1885
Total	**0.6823**	**24.8606**	**5.4891**	**0.0907**	**2.5621**	**0.2196**	**2.7817**	**0.7015**	**0.2101**	**0.9116**		**9,869.3822**	**9,869.3822**	**0.3246**	**1.5544**	**10,340.6997**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.5403	16.9836	9.2202	0.0206		0.7423	0.7423		0.6829	0.6829	0.0000	1,995.4825	1,995.4825	0.6454		2,011.6169
Total	**1.5403**	**16.9836**	**9.2202**	**0.0206**	**7.0826**	**0.7423**	**7.8249**	**3.4247**	**0.6829**	**4.1076**	**0.0000**	**1,995.4825**	**1,995.4825**	**0.6454**		**2,011.6169**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.6526	24.8389	5.2426	0.0900	2.4799	0.2192	2.6991	0.6797	0.2097	0.8894		9,799.8917	9,799.8917	0.3223	1.5522	10,270.5112
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
Worker	0.0297	0.0217	0.2466	6.8000e-004	0.0822	4.3000e-004	0.0826	0.0218	4.0000e-004	0.0222		69.4905	69.4905	2.3100e-003	2.1500e-003	70.1885
Total	**0.6823**	**24.8606**	**5.4891**	**0.0907**	**2.5621**	**0.2196**	**2.7817**	**0.7015**	**0.2101**	**0.9116**		**9,869.3822**	**9,869.3822**	**0.3246**	**1.5544**	**10,340.6997**

LMK Gas Station Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 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	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500		1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.1275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0687**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**		**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0446	0.0325	0.3699	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		104.2358	104.2358	3.4600e-003	3.2200e-003	105.2827
Total	**0.0446**	**0.0325**	**0.3699**	**1.0200e-003**	**0.1232**	**6.4000e-004**	**0.1239**	**0.0327**	**5.9000e-004**	**0.0333**		**104.2358**	**104.2358**	**3.4600e-003**	**3.2200e-003**	**105.2827**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500	0.0000	1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.1275					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0687**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**	**0.0000**	**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	0.0446	0.0325	0.3699	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		104.2358	104.2358	3.4600e-003	3.2200e-003	105.2827
Total	**0.0446**	**0.0325**	**0.3699**	**1.0200e-003**	**0.1232**	**6.4000e-004**	**0.1239**	**0.0327**	**5.9000e-004**	**0.0333**		**104.2358**	**104.2358**	**3.4600e-003**	**3.2200e-003**	**105.2827**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 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	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**		**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.4000e-003	0.1707	0.0497	6.4000e-004	0.0203	1.7300e-003	0.0221	5.8500e-003	1.6500e-003	7.5000e-003		68.1233	68.1233	1.4800e-003	0.0101	71.1716
Worker	0.0208	0.0152	0.1726	4.8000e-004	0.0575	3.0000e-004	0.0578	0.0153	2.8000e-004	0.0155		48.6434	48.6434	1.6200e-003	1.5000e-003	49.1319
Total	**0.0272**	**0.1858**	**0.2223**	**1.1200e-003**	**0.0778**	**2.0300e-003**	**0.0799**	**0.0211**	**1.9300e-003**	**0.0230**		**116.7667**	**116.7667**	**3.1000e-003**	**0.0116**	**120.3035**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**	**0.0000**	**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.4000e-003	0.1707	0.0497	6.4000e-004	0.0203	1.7300e-003	0.0221	5.8500e-003	1.6500e-003	7.5000e-003		68.1233	68.1233	1.4800e-003	0.0101	71.1716
Worker	0.0208	0.0152	0.1726	4.8000e-004	0.0575	3.0000e-004	0.0578	0.0153	2.8000e-004	0.0155		48.6434	48.6434	1.6200e-003	1.5000e-003	49.1319
Total	**0.0272**	**0.1858**	**0.2223**	**1.1200e-003**	**0.0778**	**2.0300e-003**	**0.0799**	**0.0211**	**1.9300e-003**	**0.0230**		**116.7667**	**116.7667**	**3.1000e-003**	**0.0116**	**120.3035**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 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	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1500e-003	0.1362	0.0425	6.1000e-004	0.0203	7.8000e-004	0.0211	5.8500e-003	7.5000e-004	6.6000e-003		65.3316	65.3316	1.3300e-003	9.6700e-003	68.2461
Worker	0.0194	0.0134	0.1603	4.6000e-004	0.0575	2.9000e-004	0.0578	0.0153	2.6000e-004	0.0155		47.4028	47.4028	1.4600e-003	1.3900e-003	47.8546
Total	**0.0226**	**0.1496**	**0.2028**	**1.0700e-003**	**0.0778**	**1.0700e-003**	**0.0789**	**0.0211**	**1.0100e-003**	**0.0221**		**112.7344**	**112.7344**	**2.7900e-003**	**0.0111**	**116.1007**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1500e-003	0.1362	0.0425	6.1000e-004	0.0203	7.8000e-004	0.0211	5.8500e-003	7.5000e-004	6.6000e-003		65.3316	65.3316	1.3300e-003	9.6700e-003	68.2461
Worker	0.0194	0.0134	0.1603	4.6000e-004	0.0575	2.9000e-004	0.0578	0.0153	2.6000e-004	0.0155		47.4028	47.4028	1.4600e-003	1.3900e-003	47.8546
Total	**0.0226**	**0.1496**	**0.2028**	**1.0700e-003**	**0.0778**	**1.0700e-003**	**0.0789**	**0.0211**	**1.0100e-003**	**0.0221**		**112.7344**	**112.7344**	**2.7900e-003**	**0.0111**	**116.1007**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 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	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**0.7381**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	2.9700e-003	2.1700e-003	0.0247	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		6.9491	6.9491	2.3000e-004	2.1000e-004	7.0188
Total	**2.9700e-003**	**2.1700e-003**	**0.0247**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**6.9491**	**6.9491**	**2.3000e-004**	**2.1000e-004**	**7.0188**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**0.7381**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	2.9700e-003	2.1700e-003	0.0247	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		6.9491	6.9491	2.3000e-004	2.1000e-004	7.0188
Total	**2.9700e-003**	**2.1700e-003**	**0.0247**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**6.9491**	**6.9491**	**2.3000e-004**	**2.1000e-004**	**7.0188**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**0.7252**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	2.7700e-003	1.9200e-003	0.0229	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		6.7718	6.7718	2.1000e-004	2.0000e-004	6.8364
Total	**2.7700e-003**	**1.9200e-003**	**0.0229**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**6.7718**	**6.7718**	**2.1000e-004**	**2.0000e-004**	**6.8364**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**0.7252**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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
Worker	2.7700e-003	1.9200e-003	0.0229	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		6.7718	6.7718	2.1000e-004	2.0000e-004	6.8364
Total	**2.7700e-003**	**1.9200e-003**	**0.0229**	**7.0000e-005**	**8.2100e-003**	**4.0000e-005**	**8.2600e-003**	**2.1800e-003**	**4.0000e-005**	**2.2200e-003**		**6.7718**	**6.7718**	**2.1000e-004**	**2.0000e-004**	**6.8364**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.1469	1.6279	14.4537	0.0147	1.4624	0.0143	1.4767	0.3895	0.0133	0.4028		1,522.6318	1,522.6318	0.2595	0.1411	1,571.1776
Unmitigated	2.1890	1.7093	15.1021	0.0164	1.6580	0.0155	1.6735	0.4416	0.0144	0.4560		1,697.4802	1,697.4802	0.2667	0.1478	1,748.1881

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market with Gas Pumps	1,468.56	1,468.56	1468.56	787,742	694,788
Parking Lot	0.00	0.00	0.00		
Total	1,468.56	1,468.56	1,468.56	787,742	694,788

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871
Parking Lot	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
NaturalGas Unmitigated	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market with Gas Pumps	69.8987	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
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
Total		**7.5000e-004**	**6.8500e-003**	**5.7600e-003**	**4.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**		**8.2234**	**8.2234**	**1.6000e-004**	**1.5000e-004**	**8.2722**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market with Gas Pumps	0.0698987	7.5000e-004	6.8500e-003	5.7600e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004		8.2234	8.2234	1.6000e-004	1.5000e-004	8.2722
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
Total		**7.5000e-004**	**6.8500e-003**	**5.7600e-003**	**4.0000e-005**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**		**8.2234**	**8.2234**	**1.6000e-004**	**1.5000e-004**	**8.2722**

6.0 Area Detail

LMK Gas Station Project - Bay Area AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Unmitigated	0.2689	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0322					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8000e-004	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Total	**0.2689**	**3.0000e-005**	**3.0600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**6.5700e-003**	**6.5700e-003**	**2.0000e-005**		**6.9900e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0322					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8000e-004	3.0000e-005	3.0600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		6.5700e-003	6.5700e-003	2.0000e-005		6.9900e-003
Total	**0.2689**	**3.0000e-005**	**3.0600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**6.5700e-003**	**6.5700e-003**	**2.0000e-005**		**6.9900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

LMK Gas Station Project

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Bay Area AQMD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

LMK Gas Station Project

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	1	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	2	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Graders	Diesel	No Change	0	2	No Change	0.00
Pavers	Diesel	No Change	0	1	No Change	0.00
Paving Equipment	Diesel	No Change	0	1	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	2	No Change	0.00
Scrapers	Diesel	No Change	0	1	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	8	No Change	0.00
Welders	Diesel	No Change	0	3	No Change	0.00

LMK Gas Station Project

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	2.16600E-002	1.48080E-001	1.99330E-001	3.30000E-004	8.28000E-003	8.28000E-003	0.00000E+000	2.80858E+001	2.80858E+001	1.74000E-003	0.00000E+000	2.81293E+001
Cement and Mortar Mixers	4.40000E-004	2.76000E-003	2.31000E-003	1.00000E-005	1.10000E-004	1.10000E-004	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44600E-001
Concrete/Industrial Saws	3.58000E-003	2.80100E-002	3.66500E-002	6.00000E-005	1.50000E-003	1.50000E-003	0.00000E+000	5.37656E+000	5.37656E+000	2.90000E-004	0.00000E+000	5.38390E+000
Cranes	3.97300E-002	4.38140E-001	2.04680E-001	6.30000E-004	1.82500E-002	1.67900E-002	0.00000E+000	5.57653E+001	5.57653E+001	1.80400E-002	0.00000E+000	5.62162E+001
Forklifts	2.07100E-002	1.93070E-001	2.21160E-001	2.90000E-004	1.23400E-002	1.13500E-002	0.00000E+000	2.58511E+001	2.58511E+001	8.36000E-003	0.00000E+000	2.60601E+001
Generator Sets	3.48500E-002	3.09350E-001	4.03960E-001	7.20000E-004	1.50400E-002	1.50400E-002	0.00000E+000	6.21728E+001	6.21728E+001	2.83000E-003	0.00000E+000	6.22437E+001
Graders	4.15000E-003	5.25800E-002	1.72200E-002	7.00000E-005	1.67000E-003	1.54000E-003	0.00000E+000	5.81758E+000	5.81758E+000	1.88000E-003	0.00000E+000	5.86462E+000
Pavers	1.55000E-003	1.57400E-002	2.16300E-002	4.00000E-005	7.50000E-004	6.90000E-004	0.00000E+000	3.09752E+000	3.09752E+000	1.00000E-003	0.00000E+000	3.12257E+000
Paving Equipment	1.34000E-003	1.30300E-002	1.90900E-002	3.00000E-005	6.40000E-004	5.80000E-004	0.00000E+000	2.68392E+000	2.68392E+000	8.70000E-004	0.00000E+000	2.70562E+000
Rollers	2.49000E-003	2.58900E-002	2.79100E-002	4.00000E-005	1.49000E-003	1.37000E-003	0.00000E+000	3.45779E+000	3.45779E+000	1.12000E-003	0.00000E+000	3.48574E+000
Rubber Tired Dozers	1.25600E-002	1.31900E-001	5.37300E-002	1.30000E-004	6.26000E-003	5.76000E-003	0.00000E+000	1.12541E+001	1.12541E+001	3.64000E-003	0.00000E+000	1.13451E+001
Scrapers	4.10000E-003	4.47200E-002	3.18800E-002	8.00000E-005	1.75000E-003	1.61000E-003	0.00000E+000	6.66914E+000	6.66914E+000	2.16000E-003	0.00000E+000	6.72306E+000
Tractors/Loaders/Backhoes	2.13300E-002	2.16770E-001	2.97630E-001	4.10000E-004	1.13500E-002	1.04500E-002	0.00000E+000	3.63941E+001	3.63941E+001	1.17700E-002	0.00000E+000	3.66884E+001
Welders	8.73100E-002	4.75130E-001	5.56400E-001	8.40000E-004	1.95100E-002	1.95100E-002	0.00000E+000	6.21128E+001	6.21128E+001	7.07000E-003	0.00000E+000	6.22897E+001

LMK Gas Station Project

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	2.16600E-002	1.48080E-001	1.99330E-001	3.30000E-004	8.28000E-003	8.28000E-003	0.00000E+000	2.80858E+001	2.80858E+001	1.74000E-003	0.00000E+000	2.81293E+001
Cement and Mortar Mixers	4.40000E-004	2.76000E-003	2.31000E-003	1.00000E-005	1.10000E-004	1.10000E-004	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44600E-001
Concrete/Industrial Saws	3.58000E-003	2.80100E-002	3.66500E-002	6.00000E-005	1.50000E-003	1.50000E-003	0.00000E+000	5.37656E+000	5.37656E+000	2.90000E-004	0.00000E+000	5.38389E+000
Cranes	3.97300E-002	4.38140E-001	2.04680E-001	6.30000E-004	1.82500E-002	1.67900E-002	0.00000E+000	5.57652E+001	5.57652E+001	1.80400E-002	0.00000E+000	5.62161E+001
Forklifts	2.07100E-002	1.93070E-001	2.21160E-001	2.90000E-004	1.23400E-002	1.13500E-002	0.00000E+000	2.58511E+001	2.58511E+001	8.36000E-003	0.00000E+000	2.60601E+001
Generator Sets	3.48500E-002	3.09350E-001	4.03960E-001	7.20000E-004	1.50400E-002	1.50400E-002	0.00000E+000	6.21728E+001	6.21728E+001	2.83000E-003	0.00000E+000	6.22436E+001
Graders	4.15000E-003	5.25800E-002	1.72200E-002	7.00000E-005	1.67000E-003	1.54000E-003	0.00000E+000	5.81758E+000	5.81758E+000	1.88000E-003	0.00000E+000	5.86462E+000
Pavers	1.55000E-003	1.57400E-002	2.16300E-002	4.00000E-005	7.50000E-004	6.90000E-004	0.00000E+000	3.09752E+000	3.09752E+000	1.00000E-003	0.00000E+000	3.12256E+000
Paving Equipment	1.34000E-003	1.30300E-002	1.90900E-002	3.00000E-005	6.40000E-004	5.80000E-004	0.00000E+000	2.68391E+000	2.68391E+000	8.70000E-004	0.00000E+000	2.70562E+000
Rollers	2.49000E-003	2.58900E-002	2.79100E-002	4.00000E-005	1.49000E-003	1.37000E-003	0.00000E+000	3.45778E+000	3.45778E+000	1.12000E-003	0.00000E+000	3.48574E+000
Rubber Tired Dozers	1.25600E-002	1.31900E-001	5.37300E-002	1.30000E-004	6.26000E-003	5.76000E-003	0.00000E+000	1.12541E+001	1.12541E+001	3.64000E-003	0.00000E+000	1.13451E+001
Scrapers	4.10000E-003	4.47200E-002	3.18800E-002	8.00000E-005	1.75000E-003	1.61000E-003	0.00000E+000	6.66913E+000	6.66913E+000	2.16000E-003	0.00000E+000	6.72306E+000
Tractors/Loaders/Backhoes	2.13300E-002	2.16770E-001	2.97630E-001	4.10000E-004	1.13500E-002	1.04500E-002	0.00000E+000	3.63941E+001	3.63941E+001	1.17700E-002	0.00000E+000	3.66883E+001
Welders	8.73100E-002	4.75130E-001	5.56400E-001	8.40000E-004	1.95100E-002	1.95100E-002	0.00000E+000	6.21127E+001	6.21127E+001	7.07000E-003	0.00000E+000	6.22896E+001

LMK Gas Station Project

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.06816E-006	1.06816E-006	0.00000E+000	0.00000E+000	1.42200E-006
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.85739E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.25526E-006	1.25526E-006	0.00000E+000	0.00000E+000	1.24519E-006
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.16049E-006	1.16049E-006	0.00000E+000	0.00000E+000	1.15119E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.12589E-006	1.12589E-006	0.00000E+000	0.00000E+000	1.12461E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	3.20249E-006
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	3.72589E-006	3.72589E-006	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	2.89202E-006	2.89202E-006	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.77713E-006	1.77713E-006	0.00000E+000	0.00000E+000	8.81438E-007
Scrapers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.49944E-006	1.49944E-006	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.37385E-006	1.37385E-006	0.00000E+000	0.00000E+000	1.09026E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.28798E-006	1.28798E-006	0.00000E+000	0.00000E+000	1.28432E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input	Mitigation Input	Mitigation Input

LMK Gas Station Project

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction			
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction			
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction		Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.01	0.00	0.01	0.00	0.00	0.00
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.04	0.02	0.04	0.02	0.00	0.00
Grading	Roads	0.01	0.00	0.01	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.01	0.00	0.01	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

LMK Gas Station Project

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	1.84	4.80	4.63	10.03	7.47	7.28	0.00	10.33	10.33	2.88	4.55	10.16
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.68	3.90	0.36	0.00	1.94
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting: Suburban Center

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.10	0.31		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
Yes	Land Use	Increase Transit Accessibility	0.24	0.01		

LMK Gas Station Project

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.10			
Yes	Neighborhood Enhancements	Improve Pedestrian Network	2.00	Project Site and Connecting Off-Site		
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.02			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.12			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"	4.50			
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			

LMK Gas Station Project

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program	10.00			
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.12			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
Yes	Use Low VOC Paint (Non-residential Exterior)	150.00
Yes	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

LMK Gas Station Project

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24	0.00	
No	Install High Efficiency Lighting	0.00	
Yes	On-site Renewable	10,000.00	0.00

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Apply Water Conservation on Strategy	0.00	20.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
No	Use Water Efficient Irrigation Systems	6.10	

LMK Gas Station Project

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

No	Water Efficient Landscape	0.00	0.00

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

HARP2 - HRACalc (dated 19044) 10/12/2020 9:54:22 AM - Output Log

GLCs loaded successfully
Pollutants loaded successfully
****
RISK SCENARIO SETTINGS

Receptor Type: Resident
Scenario: All
Calculation Method: HighEnd

****
EXPOSURE DURATION PARAMETERS FOR CANCER

Start Age: -0.25
Total Exposure Duration: 30

Exposure Duration Bin Distribution
3rd Trimester Bin: 0.25
0<2 Years Bin: 2
2<9 Years Bin: 0
2<16 Years Bin: 14
16<30 Years Bin: 14
16 to 70 Years Bin: 0

****
PATHWAYS ENABLED

NOTE: Inhalation is always enabled and used for all assessments. The remaining pathways are only used for cancer and noncancer chronic assessments.

Inhalation: True
Soil: False
Dermal: False
Mother's milk: False
Water: False
Fish: False
Homegrown crops: False
Beef: False
Dairy: False
Pig: False
Chicken: False
Egg: False

****
INHALATION

Daily breathing rate: LongTerm24HR

Worker Adjustment Factors

```
Worker adjustment factors enabled: NO

**Fraction at time at home**
3rd Trimester to 16 years: OFF
16 years to 70 years: ON

**********
TIER 2 SETTINGS

Tier2 adjustments were used in this assessment.  Please see the input file for
details.
Tier2 - What was changed: ED or start age changed|
Calculating cancer risk
Cancer risk saved to: C:\Users\bshea\Desktop\Baseline GDF\LMK_CancerRisk.csv
Calculating chronic risk
Chronic risk saved to: C:\Users\bshea\Desktop\Baseline GDF\LMK_NCChronicRisk.csv
Calculating acute risk
Acute risk saved to: C:\Users\bshea\Desktop\Baseline GDF\LMK_NCAcuteRisk.csv
HRA ran successfully
```

*HARP - HRACalc v19044 10/12/2020 9:54:22 AM - Cancer Risk - Input File: C:\Users\

INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	RISK_SUM
1	Loading	0	71432	Benzene	0.000450563	3.54E-08
2	Breathing	0	71432	Benzene	0.000134098	1.05E-08
3	Refueling	0	71432	Benzene	0.002434342	1.91E-07
4	Spillage	0	71432	Benzene	0.008347952	6.57E-07
5	Loading	0	100414	Ethyl Benzene	0.002403004	1.64E-08
6	Breathing	0	100414	Ethyl Benzene	0.000715188	4.89E-09
7	Refueling	0	100414	Ethyl Benzene	0.01298316	8.88E-08
8	Spillage	0	100414	Ethyl Benzene	0.01335672	9.14E-08
9	Loading	0	108883	Toluene	0.01201502	0.00E+00
10	Breathing	0	108883	Toluene	0.00357594	0.00E+00
11	Refueling	0	108883	Toluene	0.06491579	0.00E+00
12	Spillage	0	108883	Toluene	0.06678361	0.00E+00
13	Loading	0	1330207	Xylenes	0.003604507	0.00E+00
14	Breathing	0	1330207	Xylenes	0.001072782	0.00E+00
15	Refueling	0	1330207	Xylenes	0.01947474	0.00E+00
16	Spillage	0	1330207	Xylenes	0.02003508	0.00E+00

\bshea\Desktop\Baseline GDF\LMK_HRAInput.hra

SCENARIO	DETAILS	INH_RISK	SOIL_RISK	DERMAL_RISK	MMILK_RISK
30YrCancerHighEnd_Inh_FAH16to70	*	3.54E-08	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	1.05E-08	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	1.91E-07	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	6.57E-07	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	1.64E-08	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	4.89E-09	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	8.88E-08	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	9.14E-08	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00
30YrCancerHighEnd_Inh_FAH16to70	*	0.00E+00	0.00E+00	0.00E+00	0.00E+00

WATER_RISK	FISH_RISK	CROP_RISK	BEEF_RISK	DAIRY_RISK	PIG_RISK	CHICKEN_RISK	EGG_RISK
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

1ST_DRIVER	2ND_DRIVER	PASTURE_CONC	FISH_CONC	WATER_CONC
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00
NA	NA	0.00E+00	0.00E+00	0.00E+00

*HARP - HRACalc v19044 10/12/2020 9:54:22 AM - Chronic Risk - Input File: C:\Users\bshea\Desktop\Baselin

INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	SCENARIO
1	Loading	0	71432	Benzene	0.000450563	NonCancerChronicHighEnd_Inh
2	Breathing	0	71432	Benzene	0.000134098	NonCancerChronicHighEnd_Inh
3	Refueling	0	71432	Benzene	0.002434342	NonCancerChronicHighEnd_Inh
4	Spillage	0	71432	Benzene	0.008347952	NonCancerChronicHighEnd_Inh
5	Loading	0	100414	Ethyl Benzene	0.002403004	NonCancerChronicHighEnd_Inh
6	Breathing	0	100414	Ethyl Benzene	0.000715188	NonCancerChronicHighEnd_Inh
7	Refueling	0	100414	Ethyl Benzene	0.01298316	NonCancerChronicHighEnd_Inh
8	Spillage	0	100414	Ethyl Benzene	0.01335672	NonCancerChronicHighEnd_Inh
9	Loading	0	108883	Toluene	0.01201502	NonCancerChronicHighEnd_Inh
10	Breathing	0	108883	Toluene	0.00357594	NonCancerChronicHighEnd_Inh
11	Refueling	0	108883	Toluene	0.06491579	NonCancerChronicHighEnd_Inh
12	Spillage	0	108883	Toluene	0.06678361	NonCancerChronicHighEnd_Inh
13	Loading	0	1330207	Xylenes	0.003604507	NonCancerChronicHighEnd_Inh
14	Breathing	0	1330207	Xylenes	0.001072782	NonCancerChronicHighEnd_Inh
15	Refueling	0	1330207	Xylenes	0.01947474	NonCancerChronicHighEnd_Inh
16	Spillage	0	1330207	Xylenes	0.02003508	NonCancerChronicHighEnd_Inh

e GDF\LMK_HRAInput.hra

CV	CNS	IMMUN	KIDNEY	GILV	REPRO/DEVEL	RESP	SKIN	EYE
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	1.20E-06	1.20E-06	1.20E-06	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	3.58E-07	3.58E-07	3.58E-07	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	6.49E-06	6.49E-06	6.49E-06	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	6.68E-06	6.68E-06	6.68E-06	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.86E-05
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8.51E-06
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.55E-04
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.59E-04
0.00E+00	5.15E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5.15E-06	0.00E+00	5.15E-06
0.00E+00	1.53E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.53E-06	0.00E+00	1.53E-06
0.00E+00	2.78E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.78E-05	0.00E+00	2.78E-05
0.00E+00	2.86E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.86E-05	0.00E+00	2.86E-05

BONE/TEETH	ENDO	BLOOD	ODOR	GENERAL	DETAILS	INH_CONC	SOIL_DOSE	DERMAL_DOSE
0.00E+00	0.00E+00	1.50E-04	0.00E+00	0.00E+00	*	4.51E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	4.47E-05	0.00E+00	0.00E+00	*	1.34E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	8.11E-04	0.00E+00	0.00E+00	*	2.43E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	2.78E-03	0.00E+00	0.00E+00	*	8.35E-03	0.00E+00	0.00E+00
0.00E+00	1.20E-06	0.00E+00	0.00E+00	0.00E+00	*	2.40E-03	0.00E+00	0.00E+00
0.00E+00	3.58E-07	0.00E+00	0.00E+00	0.00E+00	*	7.15E-04	0.00E+00	0.00E+00
0.00E+00	6.49E-06	0.00E+00	0.00E+00	0.00E+00	*	1.30E-02	0.00E+00	0.00E+00
0.00E+00	6.68E-06	0.00E+00	0.00E+00	0.00E+00	*	1.34E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	1.20E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	3.58E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	6.49E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	6.68E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	3.60E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	1.07E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	1.95E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	*	2.00E-02	0.00E+00	0.00E+00

MMILK_DOSE	WATER_DOSE	FISH_DOSE	CROP_DOSE	BEEF_DOSE	DAIRY_DOSE	PIG_DOSE
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

CHICKEN_DOSE	EGG_DOSE	1ST_DRIVER	2ND_DRIVER	3RD_DRIVER	PASTURE_CONC	FISH_CONC
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00
0.00E+00	0.00E+00	INHALATION	NA	NA	0.00E+00	0.00E+00

WATER_CONC

0.00E+00
0.00E+00
0.00E+00
0.00E+00
0.00E+00
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*HARP - HRACalc v19044 10/12/2020 9:54:22 AM - Acute Risk - Input File: C:\Users\bshea\Desktop\Baseline GDF\

INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	SCENARIO	CV	CNS
1	Loading	0	71432	Benzene	0.01919451	NonCancerAcute	0.00E+00	0.00E+00
2	Breathing	0	71432	Benzene	0.005712883	NonCancerAcute	0.00E+00	0.00E+00
3	Refueling	0	71432	Benzene	0.1680244	NonCancerAcute	0.00E+00	0.00E+00
4	Spillage	0	71432	Benzene	0.7019553	NonCancerAcute	0.00E+00	0.00E+00
5	Loading	0	100414	Ethyl Benzene	0.1023707	NonCancerAcute	0.00E+00	0.00E+00
6	Breathing	0	100414	Ethyl Benzene	0.03046871	NonCancerAcute	0.00E+00	0.00E+00
7	Refueling	0	100414	Ethyl Benzene	0.89613	NonCancerAcute	0.00E+00	0.00E+00
8	Spillage	0	100414	Ethyl Benzene	1.123128	NonCancerAcute	0.00E+00	0.00E+00
9	Loading	0	108883	Toluene	0.5118536	NonCancerAcute	0.00E+00	1.02E-04
10	Breathing	0	108883	Toluene	0.1523435	NonCancerAcute	0.00E+00	3.05E-05
11	Refueling	0	108883	Toluene	4.48065	NonCancerAcute	0.00E+00	8.96E-04
12	Spillage	0	108883	Toluene	5.615643	NonCancerAcute	0.00E+00	1.12E-03
13	Loading	0	1330207	Xylenes	0.1535561	NonCancerAcute	0.00E+00	6.98E-06
14	Breathing	0	1330207	Xylenes	0.04570306	NonCancerAcute	0.00E+00	2.08E-06
15	Refueling	0	1330207	Xylenes	1.344195	NonCancerAcute	0.00E+00	6.11E-05
16	Spillage	0	1330207	Xylenes	1.684693	NonCancerAcute	0.00E+00	7.66E-05

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IMMUN	KIDNEY	GILV	REPRO/DEVEL	RESP	SKIN	EYE	BONE/TEETH	ENDO
7.11E-04	0.00E+00	0.00E+00	7.11E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2.12E-04	0.00E+00	0.00E+00	2.12E-04	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
6.22E-03	0.00E+00	0.00E+00	6.22E-03	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2.60E-02	0.00E+00	0.00E+00	2.60E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.02E-04	0.00E+00	1.02E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	3.05E-05	0.00E+00	3.05E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	8.96E-04	0.00E+00	8.96E-04	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	1.12E-03	0.00E+00	1.12E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	6.98E-06	0.00E+00	6.98E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	2.08E-06	0.00E+00	2.08E-06	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	6.11E-05	0.00E+00	6.11E-05	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	7.66E-05	0.00E+00	7.66E-05	0.00E+00	0.00E+00

BLOOD	ODOR	GENERAL
7.11E-04	0.00E+00	0.00E+00
2.12E-04	0.00E+00	0.00E+00
6.22E-03	0.00E+00	0.00E+00
2.60E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00

Gasoline Dispensing Operations VOC Calculator

Applicability	Use this spreadsheet to calculate VOC emissions from gasoline dispensing operations. Entries required in yellow areas, output in grey areas.		
Author or updater	Brie Shea (Raney)	*Last Update*	August 25, 2020
Facility:			
ID#:			
Project #:	LMK Gas Station		

Inputs	gal/day	gal/yr	**Formula**
	3.29E+03	1,200,000	
	1,000 gal /hr	1,000 gal /yr	
Gasoline Throughput	1.37E-01	1.20E+03	Enter the **change** in gas station throughput in units of gallons/day and gallons/yr. Select the Phase I and Phase II type using the drop down provided. VOC emissions are calculated by the multiplication of Throughput Rates and Emission Factors.
Application Type	Type #		
EVR Phase I and EVR Phase II Installed Underground Tank	9		

Substances	**lb VOC/ 1,000 gal**	**LB/HR**	**LB/YR**	**LB/DAY**
Vapor Tank Filling Loss VOC	0.08	0.011506849	1.01E+02	0.27616
Vehicle Refueling VOC	0.42	0.057534247	504	1.38082
Breathing Loss VOC	0.03	0.003424658	30	0.08219
Spillage VOC	0.42	0.057534247	504	1.38082
Total VOC	0.95	1.30E-01	1.14E+03	3.12000

References:

* The emission factors are derived from Appendix A in the 1997 CAPCOA Air Toxics "Hot Spots" Program document, *Gasoline Service Station Industrywide Risk Asessment Guidelines*.

	1	2	3	4	5	6	**7**
	Phase 1 and Phase II Exempt Aboveground tank	Non-EVR Phase I and Phase II Exempt Aboveground tank	EVR Phase I and Phase II Exempt Aboveground tank	Non-EVR Phase I and Non-EVR Phase II Installed Aboveground tank	EVR Phase I and Non-EVR Phase II Installed (or Phase II Exempt Due to ORVR) Aboveground tank	EVR Phase I and EVR Phase II (VR-501 only) Installed Aboveground tank	**Phase I and Phase II Exempt Underground Tank**
Process							lb VOC/1,000 gal
Tank Filling Loss	8.4	0.42	0.17	0.42	0.17	0.17	8.4
Vehicle Refueling	8.4	8.4	8.4	0.42	0.42	0.38	8.4
Breathing Loss	2.1	0.053	0.053	0.053	0.053	0.053	0.84
Vapor VOC EF	18.90	8.87	8.62	0.89	0.64	0.60	17.64
Spillage	0.61	0.42	0.42	0.42	0.42	0.42	0.61
Total VOC	19.51	9.29	9.04	1.31	1.06	1.02	18.25

8	9	10	11	12
EVR Phase I and Phase II Exempt Underground Tank	**EVR Phase I and EVR Phase II Installed Underground Tank**	**EVR Phase I and Non-EVR Phase II Installed (or Phase II Exempt Due to ORVR/E85) Underground Tank**	**Non-EVR Phase I and Phase II Exempt Underground Tank**	**Non-EVR Phase I and Non-EVR Phase II Installed Underground Tank**
0.084	0.084	0.084	0.42	0.42
8.4	0.42	0.42	8.4	0.42
0.025	0.025	0.025	0.025	0.025
8.51	0.53	0.53	8.85	0.87
0.61	0.42	0.42	0.61	0.42
9.12	0.95	0.95	9.46	1.29

APPENDIX B

ARBORIST REPORT

TREES, BUGS, DIRT

LANDSCAPE CONSULTING & TRAINING

DRAFT2
ARBORIST REPORT
625 Buchanan Road, Pittsburg CA - LMK Gas Station



October 4, 2022

Prepared For: Raney Planning & Management, Inc.
1501 Sports Drive, Suite A
Sacramento CA 95834

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SUMMARY
I located twenty trees & palms on the proposed development site, ten of which are protected trees in the city of Pittsburg. Preservation of three and removal of seventeen trees and palms is recommended. Two of the palms are good candidates for transplanting. Eight different species of trees and palms were identified. Trunk diameters range from seven to sixty six inches, averaging twenty point eight inches. Health ranges from poor to good, averaging fair. Structure and form range from very poor to good, averaging poor-fair. For trees and palms to be preserved I recommend addressing basic health and safety by mowing weeds, maintaining 3" of wood chip mulch on all bare soil surfaces, removing lower branches and fronds for fire safety, and providing supplemental irrigation as needed. I recommend protection from construction impacts with early clearance pruning, hand or air spade trenching plus root pruning, and fencing along the outside perimeter of a tree protection zone (tpz) that is not accessed during all stages of construction.

INTRODUCTION

PURPOSE AND USE
This report is intended to provide information for the Client and the City of Pittsburg as part of a development process.

ASSIGNMENT
I was hired by Raney Planning & Management(Client), to measure, map, tag, digitally image, inventory & evaluate trees at 1265 Buchanan Road, Pittsburg, CA, and to provide an Arborist Report that includes a summary of my observations, a tree location map, and other relevant information.

LIMITS OF ASSIGNMENT
- Trees were not evaluated below ground or aerially, nor were invasive or destructive methods used to assess tree health.
- Design recommendations to preserve trees are not part of this assignment.
- Evaluation of construction impacts is not possible due to the current stage of development documents
- Shrubs, defined as plants of low stature with multiple trunks are not evaluated in this report
- Trees and palms less than 6.5 inches in diameter are not evaluated in this report
- Trees with sprouting multiple stem diameters that do not include 2" diameter sprouts are not included

BACKGROUND
The City of Pittsburg requested from my Client that an arborist evaluate trees on this site to be removed, and provide a written report. My client noted that all of the trees in the "basin" will be removed.

City of Pittsburg Municipal Code protects all trees equal to or greater than 50 inches in circumference (15.6" diameter).

LOCATION
1265 Buchanan Road, Pittsburg CA; bounded by a Contra Costa Canal right of way, Ventura and Meadows Avenues.**OBSERVATIONS**

SETTING

The site includes asphalt paved driveways and parking areas around three intersecting existing structures, two utility towers, and an unpaved access road. Buchanan Road, Ventura & Meadows Avenues mark approximate property boundaries, along with a seasonal creek or dry drainage at the bottom of a basin area. Dense dry weed growth covers most of the site outside of the basin. The hillside below the structures is a tangled mixture of discarded debris, weeds, falling trees and shrubs. Groves of shrubs line the hillside next to and below the structures, and also along hillsides above and within the basin. Many of the larger trees and shrubs have been topped, resulting in stump sprouted growth that is weak, failure prone, and with very small sprouts in several cases.

METHODS

On September 28, 2022 I visited the site, identified tree, palm & shrub species, measured and estimated **trunk circumferences & diameters** at four and a half feet above existing grade, tagged trunks of trees & palms, located trees & palms on Google Earth™, digitally imaged the trees, and assessed their **health, structural quality** and **form**.

Document used:

- LMK Gas Station, 1625 Buchanan Road, Pittsburg, CA (APN 088-030-021), Project Vicinity Map, undated
- City of Pittsburg Municipal Code, Article 19, Tree Preservation & Protection

Measurements & Calculations

- Trunk circumferences measured at four and one half feet above existing grade
- Trees and palms with trunks smaller than 6.5 inches in diameter were not inventoried, nor were shrubs
- Multiple trunks combined and reported as cumulative diameter
- Trunk circumferences divided by 3.14 to calculate diameter, rounded off to one significant digit

Health Structure & Form Evaluation Standards

+numerical rating; zero (dead), one (very poor), two (poor), three (fair), four (good), five (excellent)
+ form assessed by rating specimens on their deviance from the norm for the species in this region, visual qualities such as attractiveness, and engineering functions such as screening, shading and creating views
+qualitative descriptions and items assessed for health & structure include

- rooting zone - bare, mulched, limited space, weeds, competing vegetation, moisture, debris
- root crown region (trunk & root junction) - buried, clear, pests, diseases, wet, wounds, cavities
- trunk - taper, lack of taper, wounds, lean, growth cracks, stress cracks, pests, diseases, wounds
- scaffold (major) branches - taper, distribution branches, strength of branch connections, wounds, pests
- smaller branches - distribution, size, amount, strength of connections, pests, diseases
- twigs - annual growth, color, size, distribution, dead/live
- foliage - color, size, distribution, pests, diseases, leaf fall

DATA - See Appendix A for complete data set
NUMBER OF TREES & PALMS - 20 trees & palms evaluated

NUMBER OF TREES PROTECTED IN CITY OF PITTSBURG - 10 including #426, 427, 433, 434, 435, 436, 437, 438, 440, & 441

SPECIES
8 different species of trees were identified including almond (*Prunus dulcis*), blue gum eucalyptus (*Eucalyptus globulus*), CA fan palm (*Washingtonia filifera*), Chinese elm (*Ulmus parvifolia*), olive (*Olea europaea*), red willow (*Salix laevigata*), silk tree (*Albizia julibrissin*), yellow willow (*Salix lasiandra*).

SIZES
Trunk diameters range from 7 to 66 inches, averaging 20.8 inches

HEALTH, STRUCTURE, AND FORM
- Health ranges from poor to good, averaging fair
- Structure & form ranges from very poor to good, averaging fair to poor

RECOMMENDATIONS

SEVENTEEN REMOVALS - See Appendix B for more details
- Eight trees located in the basin, or along its edge including #429, 431, 432, 433, 434, 436, 437, & 438
- Nine trees are in poor health, structure, and/or form, and are thus not suitable for preservation, including #427, 426, 430, 435, , 439, 440, 441, 442, 443

THREE TREES & PALMS THAT MAY BE PRESERVED - See Appendix C for more details
- Seven trees and palms in fair to good health including #424, 425, 428

PRESERVATION MEASURES

BASIC HEALTH & SAFETY
- *prune up to ensure fire safety at least six feet for trees & all dead fronds for palms*
- *prune up as needed to provide vehicle clearance*
- *ensure that root crown regions (trunk-root junction) is clear of soil and that water will drain away from it by performing root crown excavations where soil is burying trunks*
- *mow weeds to ground, and sheet mulch with three inches of wood chip mulch on top of corrugated cardboard*

PROTECTION OF TREES THAT ARE PRESERVED
- *establish tree protection zone (tpz) outside of tree driplines*
- *if work will occur within tree driplines then designate the limits of work with paint on the ground, irrigate & airspade trench along the edge of the limits of work, and prune roots professionally where encountered*
- *install six foot high chain link fencing around tpz, anchored in soil*

APPENDIX A - DATA

#	*Locale*	name	*Genus species*	circum-ference	*diameter (inches)*	health	structure	form	*notes*	*Protected in City of Pittsburg*
424	*power tower, Ventura Ave.*	CA fan palm	*Washing-tonia filifera*	31.4	*10.0*	good	good	good		*NO*
425	*wall Buchanan Dr.*	CA fan palm	*Washing-tonia filifera*	40.8	*13.0*	good	good	good		*NO*
426	*fence, Buchanan Dr.*	silk tree	*Albizia julibrissin*	11,12.6,12.6 , 12.6, 12.6, 12.6, 15.7, 20.4, 22	*42*	fair	poor	poor	*stump sprout*	*YES*
427	*top of cut for basin road*	almond	*Prunus dulcis*	12.6, 22, 22, 25.1, 25.1	*34*	poor	poor	poor	*multi trunk, included bark, wilting*	*YES*
428	*fence, Buchanan Dr.*	silk tree	*Albizia julibrissin*	35.0	*11.1*	fair	fair	fair	*trunk leaning*	*NO*
429	*basin*	CA fan palm	*Washing-tonia filifera*	44.0	*14*	good	good	good		*NO*
430	*fence, Buchanan Dr.*	silk tree	*Albizia julibrissin*	28.3	*9*	poor	very poor	very poor	*stump sprout*	*NO*
431	*basin*	CA fan palm	*Washingto nia filifera*	34.5	*11*	fair	good	fair		*NO*
432	*basin*	yellow willow	*Salix lasiandra*	3.1, 6.3, 7.9, 12.6	*9.5*	fair	poor	poor		*NO*
433	*basin*	red willow	*Salix laevigata*	28.3, 25.1, 25.1, 15.7	*30*	good	fair	good	*large scaffold broken*	*YES*
434	*basin, channel*	yellow willow	*Salix lasiandra*	7.9,6.3,6.3,6 .3, 3.14 X 8	*16.5*	good	poor	fair	*stump sprout*	*YES*
435	*above basin, cccwd fence*	almond	*Prunus dulcis*	9.4,12.6,12. 6,12.6,6.3	*17*	poor	poor	poor		*YES*
436	*basin*	Chinese elm	*Ulmus parvifolia*	6.6,6.3,6.3,1 2.6,78.5	*35*	fair	fair	fair		*YES*

#	*Locale*	name	*Genus species*	circum-ference	*diameter (inches)*	health	structure	form	*notes*	*Protected in City of Pittsburg*
437	*basin*	Chinese elm	*Ulmus parvifolia*	69.1	*22*	fair	poor	good	*measured trunk at 24", multiple trunks at 30"*	*YES*
438	*edge of basin*	blue gum eucalyptus	*Eucalyptus globulus*	207.2	*66*	fair	fair	fair	*multi trunk*	*YES*
439	*hillside above basin*	Chinese elm	*Ulmus parvifolia*	22,12.6,6.3	*14*	fair	poor	fair	*multi trunk falling, root crown buried, leaning trunks*	*NO*
440	*hillside above basin*	almond	*Prunus dulcis*	15.7,15.7,12.6,12.6,7.9,7.9,7.9	*23.5*	poor	poor	poor	*smothered by wisteria vine, stump sprout*	*YES*
441	*hillside above basin*	almond	*Prunus dulcis*	15.7,15.7,15.7,12.6,12.6	*23*	poor	poor	poor	*smothered by wisteria vine*	*YES*
442	*hillside above basin*	olive	*Olea europaea*	6.3,6.3,3.1 X 8	*9*	fair	poor	fair		*NO*
443	*hillside above basin*	olive	*Olea europaea*	6.3,6.3,3.1 x3	*7*	fair	poor	fair		*NO*

APPENDIX B - TREE REMOVAL RECOMMENDATIONS

#	*Locale*	name	*Genus species*	*diameter (inches)*	health	structure	form	*notes*
426	*fence, Buchanan Dr.*	silk tree	*Albizia julibrissin*	*42*	fair	poor	poor	*stump sprout*
427	*top of cut for basin road*	almond	*Prunus amygdalus*	*34*	poor	poor	poor	*multi trunk, included bark, wilting*
429	*basin*	CA fan palm	*Washingtonia filifera*	*14*	good	good	good	
430	*fence, Buchanan Dr.*	silk tree	*Albizia julibrissin*	*9*	poor	very poor	very poor	*stump sprout*
431	*basin*	CA fan palm	*Washingtonia filifera*	*11*	fair	good	fair	
432	*basin*	yellow willow	*Salix lasiandra*	*9.5*	fair	poor	poor	
433	*basin*	red willow	*Salix laevigata*	*30*	good	fair	good	*large scaffold broken*
434	*basin, channel*	yellow willow	*Salix lasiandra*	*16.5*	good	poor	fair	*stump sprout*
435	*above basin, cccwd fence*	almond	*Prunus amygdalus*	*17*	poor	poor	poor	
436	*basin*	Chinese elm	*Ulmus parvifolia*	*35*	fair	fair	fair	
437	*basin*	Chinese elm	*Ulmus parvifolia*	*22*	fair	poor	good	*measured trunk at 24", multiple trunks at 30"*
438	*edge of basin*	blue gum eucalyptus	*Eucalyptus globulus*	*66*	fair	fair	fair	*multi trunk*
439	*hillside above basin*	Chinese elm	*Ulmus parvifolia*	*14*	fair	poor	fair	*multi trunk falling, root crown buried, leaning trunks*
440	*hillside above basin*	almond	*Prunus amygdalus*	*23.5*	poor	poor	poor	*smothered by wisteria vine, stump sprout*
441	*hillside above basin*	almond	*Prunus amygdalus*	*23*	poor	poor	poor	*smothered by wisteria vine*
442	*hillside above basin*	olive	*Olea europaea*	*9*	fair	poor	fair	
443	*hillside above basin*	olive	*Olea europaea*	*7*	fair	poor	fair	

APPENDIX C - TREE PRESERVATION RECOMMENDATIONS

#	*Locale*	name	*Genus species*	*diameter (inches)*	health	structure	form	*notes*
424	*power tower, Ventura Ave.*	CA fan palm	*Washingtonia filifera*	*10.0*	good	good	good	*good candidate for transplanting*
425	*wall Buchanan Dr.*	CA fan palm	*Washingtonia filifera*	*13.0*	good	good	good	*good candidate for transplanting*
428	*fence, Buchanan Dr.*	silk tree	*Albizia julibrissin*	*11.1*	fair	fair	fair	*trunk leaning*

APPENDIX D - GLOSSARY

dripline - region underneath tree canopy

form - genetically determined appearance that includes spread, height & configuration

health - tree growth as expressed by foliage, twigs, branches & trunks including resistance to pests

root crown – region where trunk and root system meet, also called `buttress' or `butt'

rooting zone – area where roots are likely to survive, beginning at the trunk and extending up to three times the radius of a tree's dripline region

scaffold – large, structural branch

structure - physical and mechanical qualities of tree

trunk circumference – measurement of trunk, distance around

trunk diameter - trunk circumference divided by 3.14

APPENDIX E - TREE LOCATION MAP >>>>>>>>>>>>>>>>>>>>>NORTH>>>>>>>>>



APPENDIX F - DIGITAL IMAGES



#424 CA fan palm



#425 CA fan palm



#426 silk tree



#427 almond



#428 silk tree



#429 CA fan palm



#430 silk tree



#431 fan palm



#432 yellow willow



#433 red willow



#434 yellow willow



#435 almond



#436 Chinese elm



#437 Chinese elm



#438 blue gum eucalyptus



#439 Chinese elm



#440 almond #441 almond



#442 olive #443 olive

APPENDIX G - CERTIFICATE OF PERFORMANCE

I, Michael Baefsky certify:

- That I have evaluated the subject trees and palms, and stated my findings accurately. The extent of the evaluation is stated in the attached report;
- That I have no current or prospective interest in the vegetation or the property that is the subject of this report and have no personal interest or bias with respect to the parties involved;
- That the analysis, opinions, and conclusions stated herein are my own;
- That my analysis, opinions, and conclusions were developed and this report has been prepared according to commonly accepted professional practices;
- That no one provided significant professional assistance to the consultant, except as indicated within the report;
- That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party.

I certify that I am Registered Consulting Arborist #456, a member of the American Society of Consulting Arborists, and am Certified Arborist & Qualified Risk Assessor #WE0222A, Agricultural Pest Control Advisor #074617, Qualified Applicator #99864, Licensed Landscape Contractor (inactive) #931410, and have been involved in the practice of Arboriculture, Integrated Pest Management, Plant Health Care and Ecological Soils Management, and the study of soils and horticulture for over thirty years.

APPENDIX C

GEOTECHNICAL ENGINEERING INVESTIGATION

GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED CONVENIENCE STORE, GAS STATION AND CAR WASH
1625 S. BUCHANAN
PITTSBURG, CALIFORNIA

PROJECT NO. 042-17005
JUNE 5, 2017

Prepared for:

MR. SHASHI SHARMA
LMK PETRO, INC.
82 N. MAIN STREET
MILPITAS, CALIFORNIA 95035

Prepared by:

KRAZAN & ASSOCIATES, INC.
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1061 SERPENTINE LANE, SUITE F
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Krazan & ASSOCIATES, INC.
GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

June 5, 2017

KA Project. No. 042-17005

Mr. Shashi Sharma
LMK Petro, Inc.
82 N. Main Street
Milpitas, California 95035

RE: Geotechnical Engineering Investigation
Proposed Convenience Store, Gas Station & Car Wash
1625 S. Buchanan Road
Pittsburg, California

Dear Mr. Sharma:

In accordance with your request, we have completed a Geotechnical Engineering Investigation for the above-referenced site. The results of our investigation are presented in the attached report.

If you have any questions or if we may be of further assistance, please do not hesitate to contact our office at (925) 307-1160.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.



David R. Jarosz, II
Managing Engineer
RGE No. 2698/RCE No. 60185

DRJ:ht

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June 5, 2017 KA Project No. 042-17005

GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED CONVENIENCE STORE, GAS STATION & CARWASH
1625 S. BUCHANAN ROAD
PITTSBURG, CALIFORNIA

INTRODUCTION

This report presents the results of our Geotechnical Engineering Investigation for the proposed Convenience Store, Gas Station and Car Wash to be located at 1625 S. Buchanan Road in Pittsburg, California. Discussions regarding site conditions are presented herein, together with conclusions and recommendations pertaining to site preparation, Engineered Fill, utility trench backfill, drainage and landscaping, foundations, concrete floor slabs and exterior flatwork, retaining walls, soil cement reactivity and pavement design.

A site plan showing the approximate boring locations is presented following the text of this report. A description of the field investigation, boring logs, and the boring log legend are presented in Appendix A. Appendix A contains a description of the laboratory testing phase of this study, along with the laboratory test results. Appendices B and C contain guides to earthwork and pavement specifications. When conflicts in the text of the report occur with the general specifications in the appendices, the recommendations in the text of the report have precedence.

PURPOSE AND SCOPE

This investigation was conducted to evaluate the soil and groundwater conditions at the site, to make geotechnical engineering recommendations for use in design of specific construction elements, and to provide criteria for site preparation and Engineered Fill construction.

Our scope of services was outlined in our proposal dated March 20, 2017 (KA Proposal No. P252-17) and included the following:

- A site reconnaissance by a member of our engineering staff to evaluate the surface conditions at the project site.
- A field investigation consisting of drilling 5 borings to depths ranging from approximately 10 to 50 feet for evaluation of the subsurface conditions at the project site.
- Performing laboratory tests on representative soil samples obtained from the borings to evaluate the physical and index properties of the subsurface soils.

- Evaluation of the data obtained from the investigation and an engineering analysis to provide recommendations for use in the project design and preparation of construction specifications.

- Preparation of this report summarizing the results, conclusions, recommendations, and findings of our investigation.

PROPOSED CONSTRUCTION

We understand that design of the proposed development is currently underway; structural load information and other final details pertaining to the structures are unavailable. On a preliminary basis, it is understood that development will include the construction of an approximately 5,372 square foot store, a 2,800 square foot car wash and a 6,240 square foot gas canopy. It is anticipated the buildings will be single-story structures utilizing concrete slab-on-grade. The gas canopy may be supported on drilled piers. Foundation loads are anticipated to be light to moderate. On-site parking and landscaping are also planned to be associated with the development.

In the event, these structural or grading details are inconsistent with the final design criteria, the Soils Engineer should be notified so that we may update this writing as applicable.

SITE LOCATION AND SITE DESCRIPTION

The site is irregular in shape and encompasses approximately 6 acres. The site is located approximately 300 feet east of Ventura Drive, just north of Buchanan Road in Pittsburg, California. A park is located south of the site. An underground canal trends along the northern edge of the site. The remainder of the site is predominately surrounded by residential and commercial developments.

Presently, the site is occupied by remnants of a previous commercial development. A building is located in the south-central portion of the site. A cellular tower is located within the southern portion of the site. An approximately 18 to 22 foot deep excavation is located in the northern portion of the site. Grading activities had been performed within the site and vicinity. Several piles of fill soil are located throughout the site. Portions of the site are covered by a moderate weed growth and the surface soils have a loose consistency. Portions of the site are covered with concrete and asphaltic concrete pavements. The proposed building areas are relatively level with no changes in grade. However, downward slopes are located along the northern edges of the proposed building areas. The downward slopes range from 14 to 56 degrees and approximately 18 to 22 feet deep.

GEOLOGIC SETTING

The project area is located in the northeastern portion of the San Francisco Bay Area, south of Suisun Bay adjacent to the Sacramento-San Joaquin delta along the eastern margin and within the northern portion of the Coast Ranges Geomorphic Province of California. The Coast Ranges generally consist of an alternating series of parallel mountains and valleys located adjacent to the Pacific Coast. The bedrock units that form the range have been disrupted by intense folding, faulting, and crushing that occurred when the range was formed by the processes of plate tectonics. During the Jurassic and Cretaceous Periods (about 150 to 80 million years ago), the Pacific Oceanic Plate, which was

progressively moving towards the east, collided with the North American Continental Plate, which was moving toward the west. This collision caused the less rigid Pacific Oceanic Plate to be subducted beneath the North American Continental Plate. The colliding motion of the two plates caused portions of the Pacific Oceanic Crust and overlying marine sediments to be piled onto the North American Continental Plate along the west coast of California. The resulting chaotic jumble of bedrock units scraped off onto the North American Plate, is known as the "Franciscan Assemblage" and comprises a large portion of the Coast Range Province. Subsequent development of a series of northwest-trending fault zones has further contributed to the deformation of the Coast Range.

The near-surface deposits in the vicinity of the subject site are indicated to be comprised of Quaternary alluvium consisting of sands, silt, and clays derived from erosion of local mountain ranges. Deposits encountered on the subject site during exploratory drilling are discussed in detail in this report.

Seven major faults are located near the site: the Great Valley fault, the Greenville fault, the Concord/Green Valley fault, the Mount Diablo fault, the Calaveras fault, the Hayward fault, and the West Napa fault. The Great Valley fault is located approximately 1.6 miles east of the site and is capable of producing an earthquake event of magnitude 6.5. The Mount Diablo Thrust fault is located approximately 13 miles southwest of the site and is considered capable of producing an earthquake of magnitude of 6.7. The Greenville fault is located approximately 8.1 miles south of the site and is considered capable of producing an earthquake of magnitude of 6.7. The Concord/Green Valley fault is approximately 9.1 miles west of the site and is considered capable of producing an earthquake of magnitude 6.7. The Calaveras fault is located approximately 15 miles southwest of the site and is capable of producing an earthquake of magnitude 6.9. The West Napa fault is located approximately 24 miles northwest of the site and is capable of producing an earthquake event of magnitude 6.5. The Hayward fault is located approximately 22 miles west of the site. The Hayward fault is considered capable of producing an earthquake event of magnitude 7.0. The last recorded movement of the Hayward fault was in 1868. The San Andreas fault is located approximately 40 miles west of the site, and was the source of the 1906 San Francisco Earthquake. Although the site is in close proximity to several faults, the site is not within a State of California Earthquake Fault Zone or Special Study Zone for faulting.

The probability of one or more earthquakes of magnitude 6.7 or higher occurring in the San Francisco Bay Area within a 30-year period of time was evaluated by the U.S. Geological Survey (USGS) Working Group on California Earthquake Probabilities on a periodic basis. The result of the 2008 evaluation indicated a 63 percent likelihood that such an earthquake event will occur in the Bay Area between 2007 and 2036 (USGS 2008). The faults with the greater probability of a magnitude 6.7 or higher earthquake are the Hayward fault at 31 percent and the San Andreas fault at 21 percent.

The Alquist-Priolo Earthquake Fault Zoning Act went into effect in March, 1973. Since that time, the act has been amended 11 times (Hart, 2007). The purpose of the Act, as provided in CGS Special Publication 42 (SP 42), is to prohibit the location of most structures for human occupancy across the traces of active faults and to mitigate thereby the hazard of fault-rupture." The act was renamed the Alquist-Priolo Earthquake Fault Zoning Act in 1994, and at that time, the originally designated "Special Studies Zones" was renamed the "Earthquake Fault Zones."

The area of the subject site is not included on any Earthquake Fault Zones Map as of this report date. In addition, the site is not within a Fault-Rupture Hazard Zone. The nearest zoned faults are a portion of the Greenville fault located more than 8 miles south of the subject site.

In 1990, the California State Legislature passed the Seismic Hazard Mapping Act to protect public safety from the effects of strong shaking, liquefaction, landslides, or other ground failure, and other hazards caused by earthquakes. The Act requires that the State Geologist delineate various seismic hazards zones on Seismic Hazards Zones Maps. Specifically, the maps identify areas where soil liquefaction and earthquake-induced landslides are most likely to occur. A site-specific geotechnical evaluation is required prior to permitting most urban developments within the mapped zones. The Act also requires sellers of real property within the zones to disclose this fact to potential buyers. The area of the subject site is not included on any of the State designated Seismic Hazard Zone Maps as of this report date. In addition, the site is not included on the U.S. Geological Survey map entitled "Liquefaction Susceptibility, Central San Francisco Bay Region, California" (U.S. Geological Survey Open-File Report 2006-1037), dated 2006. However, the site is included on the U.S. Geological Survey map entitled "Preliminary Maps of Quaternary Deposits and Liquefaction Susceptibility, Nine-County San Francisco Bay Region, California" (U.S. Geological Survey Open-File Report 2000-444), dated 2000. The site is located within an area identified as a low susceptibility to liquefaction.

FIELD AND LABORATORY INVESTIGATIONS

Subsurface soil conditions were explored by drilling 5 borings to depths ranging from approximately 10 to 50 feet below existing site grade, using a truck-mounted drill rig. In addition, 1 bulk subgrade sample was obtained from the site for laboratory R-value testing. The approximate boring and bulk sample locations are shown on the site plan. During drilling operations, samples were obtained at regular intervals to evaluate the soil consistency and to obtain information regarding the engineering properties of the subsoils. Soil samples were retained for laboratory testing. The soils encountered were continuously examined and visually classified in accordance with the Unified Soil Classification System. A more detailed description of the field investigation is presented in Appendix A.

Laboratory tests were performed on selected soil samples to evaluate their physical characteristics and engineering properties. The laboratory testing program was formulated with emphasis on the evaluation of natural moisture, density, gradation, expansion potential, R-value, consolidation potential, and moisture-density relationships of the materials encountered. In addition, chemical tests were performed to evaluate the corrosivity of the soils to buried concrete and metal. Details of the laboratory test program and results of the laboratory tests are summarized in Appendix A. This information, along with the field observations, was used to prepare the final boring logs in Appendix A.

SOIL PROFILE AND SUBSURFACE CONDITIONS

Based on our findings, the subsurface conditions encountered appear typical of those found in the geologic region of the site. In general, the pavement section consisted of approximately 2 inches of asphaltic concrete underlain by 3 to 4 inches of aggregate base.

Within areas not covered by pavement, the surface soils consisted of approximately 6 to 12 inches of very loose gravelly silty sand or soft sandy clay. These soils are disturbed, have low strength characteristics, and are highly compressible when saturated.

Beneath the loose surface soils and pavement section, approximately 3 to 8 feet of fill material was encountered. The fill material predominately consisted of gravelly silty sand and sandy clay. Some of the sandy clay contained gravel. The thickness and extent of fill was determined based on limited test borings and visual observation. Thicker fill may be present at the site. Limited testing was performed on the fill soils during the time of our field and laboratory investigation. The limited testing indicates the fill soil had varying strength characteristics ranging from loosely placed to compacted.

Beneath the pavement section, loose surface soils and fill material, approximately 3 to 4 feet of very stiff to hard sandy clay was encountered. Field and laboratory tests suggest that these soils are moderately strong, slightly compressible and have a high swell potential. Penetration resistance ranged from 29 to 47 blows per foot. Dry densities ranged from 115 to 128 pcf. A representative soil sample consolidated approximately 1 percent under a 2 ksf load when saturated. A representative sample of the clayey soil had an expansion index of 102.

Below 6 to 12 feet, layers of sandy clay, sandy silt, clayey silt/silty clay with sand, sandy silt with clay or silty sand with gravel were encountered. Penetration resistance ranged from 29 to 54 blows per foot. Dry densities ranged from 93 to 108 pcf. These soils had slightly stronger strength characteristics than the upper soils and extended to the termination depth of our borings.

For additional information about the soils encountered, please refer to the logs of borings in Appendix A.

GROUNDWATER

Test boring locations were checked for the presence of groundwater during and immediately following the drilling operations. Free groundwater was not encountered within the depths explored. However, a historic groundwater depth of 20 feet was determined for the project site and vicinity.

It should be recognized that water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use and climatic conditions, as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project. The evaluation of such factors is beyond the scope of this report.

SOIL LIQUEFACTION

Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. However, liquefaction has occurred in soils other than clean sand. Liquefaction usually occurs under vibratory conditions such as those induced by seismic event.

To evaluate the liquefaction potential of the site, the following items were evaluated:

1) Soil type
2) Groundwater depth
3) Relative density
4) Initial confining pressure
5) Intensity and duration of groundshaking

The predominant soils within the project site consist of layers of gravelly silty sand, sandy clay, sandy clay with gravel, clayey silt/silty clay, sandy silt, silty sand and silty sand with gravel. Groundwater was not encountered within a depth of 50 feet during our exploratory drilling. However, groundwater has been historically encountered at depths as shallow as 20 feet below site grade within the project site and vicinity.

The potential for soil liquefaction during a seismic event was evaluated using the LIQUEFYPRO computer program (version 5.8h) developed by CivilTech Software. For the analysis, a maximum earthquake magnitude of 6.51 was used. A peak horizontal ground surface acceleration of 0.593g was considered conservative and appropriate for the liquefaction analysis within the area. A high groundwater depth of 20 feet was used for the analysis. The computer analysis indicates that soils above a depth of 20 feet are non-liquefiable due to the absence of groundwater. The soils below depths of 20 feet have a very low potential for liquefaction with factors of safety of 5.0. The analysis also indicates that the estimated total seismic induced settlement due to soil liquefaction is less than approximately ¼ inch. The estimated differential seismic settlements were less than ⅛ inch over the width of the structures. Due to the relative density of the granular soils encountered at the site, the moderate penetration resistance (N-values) measured, as well as the anticipated low to moderate seismicity of the area, warrant the conclusion that the potential for liquefaction and related settlement is low at this site and no liquefaction mitigation procedures are necessary for this project.

CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of our field and laboratory investigations, along with previous geotechnical experience in the project area, the following is a summary of our evaluations, conclusions, and recommendations.

Administrative Summary

In brief, the subject site and soil conditions, with the exception of the loose surface soils, fill material, slopes, and existing development, appear to be conducive to the development of the project. The surface soils are disturbed, have low strength characteristics, and are highly compressible when saturated. Accordingly, it is recommended that the surface soils be recompacted. This compaction effort should stabilize the upper soils and locate any unsuitable or pliant areas not found during our field investigation.

Portions of the site are covered with approximately 2 inches of asphaltic concrete underlain by 3 to 4 inches of aggregate base. Beneath the pavement section, approximately 3 to 8 feet of fill material was encountered. The fill material predominately consisted of gravelly silty sand and sandy clay. The sandy clay soils were intermixed with varying amounts of gravel. The thickness and extent of fill material was determined based on limited test borings and visual observation. Thicker fill may be present at the site. Limited testing was performed on the fill soils during the time of our field and laboratory investigation. The limited testing indicates the fill soil had varying strength characteristics ranging from loosely placed to compacted. Therefore, it is recommended that the fill soils be excavated and stockpiled so that the native soils can be properly prepared. The fill material will be suitable for reuse as general Engineered Fill, provided it is cleansed of excessive organics, debris, and fragments larger than 4 inches in maximum dimension. The clayey soils will not be suitable for re-use as non-expansive Engineered Fill. Prior to backfilling the bottom of the excavation should be inspected by Krazan & Associates, Inc. to verify no additional removal is required.

The on-site clayey soils appear to have a high shrink/swell potential. To reduce potential soil movement related to shrink/swell potential of the clayey soils, it is recommended that slab-on-grade and exterior flatwork areas be supported by at least 30 inches of non-expansive Engineered Fill. The fill material should be a well-graded silty sand or sandy silt soil. A clean sand or very sandy soil is not acceptable for this purpose. A sandy soil will allow the surface water to drain into the expansive soils below, which may result in soil swelling. The replacement soils and/or upper 30 inches of Imported Fill soils should meet the specifications as described under the subheading Engineered Fill. The replacement soils should extend 5 feet beyond the perimeter of slab-on-grade areas. The non-expansive replacement soils should be compacted to at least 90 percent of relative compaction based on ASTM Test Method D1557. The exposed native soils in the excavation should not be allowed to dry out and should be kept continually moist, prior to backfilling. In addition, it is recommended that slab-on-grade, continuous footings and slabs be nominally reinforced to reduce cracking and vertical off-set.

As an alternative to the use of non-expansive soils, the upper 30 inches of soil supporting slab-on-grade areas can consist of lime-treated clayey soils. The lime-treated soils should be recompacted to a minimum of 90 percent of maximum density. Preliminary application rate of lime should be 5 percent by dry weight. The lime material should be calcium oxide, commonly known as quick-lime. The clayey soils should be at or above optimum moisture during the mixing operations.

Several structures are located within the site. In addition, several structures previously occupied the site. Associated with these developments are buried structures, such as utility lines that may extend into portions of the site. Demolition activities should include removal of any buried structures. Any buried structures, including utilities or loosely backfilled excavations encountered during construction should be properly removed and the resulting excavations backfilled. After demolition activities, it is recommended that these disturbed soils be removed and/or recompacted. This compaction effort should stabilize the upper soils and locate any unsuitable or pliant areas not found during our field investigation.

Several trees and shrubs are located throughout the site. Tree and shrub removal operations should include roots greater than 1 inch in diameter. The resulting excavations should be backfilled with Engineered Fill compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

The site is located on sloping ground. It is recommended that cut and fill slopes be constructed 2:1 (horizontal to vertical) or flatter. In lieu of these slopes, retaining walls may be used. Cut and fill slopes may be revised as recommended by the Soils Engineer upon review of a more definitive site plan.

After completion of the recommended site preparation, the site should be suitable for shallow footing support. The proposed structure footings may be designed utilizing an allowable bearing pressure of 2,500 psf for dead-plus-live loads. Footings should have a minimum embedment of 18 inches.

Groundwater Influence on Structures/Construction

Although we did not encounter any groundwater during our recent field investigation, seasonal perched groundwater may possibly occur during seasonal precipitation. This perched water may likely result from the infiltration of water through the upper sandy soils and perching above the underlying less permeable clayey soils. If groundwater is encountered, our firm should be consulted prior to dewatering the site. Installation of a standpipe piezometer is suggested prior to construction should groundwater levels be a concern.

In addition to the groundwater level, if earthwork is performed during or soon after periods of precipitation, the subgrade soils may become saturated, pump, or not respond to densification techniques. Typical remedial measures include discing and aerating the soil during dry weather; mixing the soil with dryer materials; removing and replacing the soil with an approved fill material; or mixing the soil with an approved lime or cement product. Our firm should be consulted prior to implementing remedial measures to observe the unstable subgrade conditions and provide appropriate recommendations.

Site Preparation

General site clearing should include removal of vegetation; existing utilities; structures including foundations; basement walls and floors; existing stockpiled soil; trees and associated root systems; rubble; rubbish; and any loose and/or saturated materials. Site stripping should extend to a minimum depth of 2 to 4 inches, or until all organics in excess of 3 percent by volume are removed. Deeper stripping may be required in localized areas. These materials will not be suitable for use as Engineered Fill. However, stripped topsoil may be stockpiled and reuse in landscape or non-structural areas.

Approximately 3 to 8 feet of fill material was encountered within the borings drilled throughout the site. The fill material predominately consisted of gravelly silty sand and sandy clay. The sandy clay soils contained varying amounts of gravel. The thickness and extent of fill material was determined based on limited test borings and visual observation. Thicker fill may be present at the site. Limited testing was performed on the fill soils during the time of our field and laboratory investigation. The limited testing indicates the fill soil had varying strength characteristics ranging from loosely placed to compacted.

Therefore, it is recommended that the fill soils be excavated and stockpiled so that the native soils can be properly prepared. The fill material will be suitable for reuse as general Engineered Fill, provided it is cleansed of excessive organics, debris, and fragments larger than 4 inches in maximum dimension. The clayey soils will not be suitable for re-use as non-expansive Engineered Fill. Prior to backfilling the bottom of the excavation should be inspected by Krazan & Associates, Inc. to verify no additional removal is required.

Several structures are located within the site. In addition, several structures previously occupied the site. Associated with these developments are buried structures, such as utility lines. Demolition activities should include proper removal of any buried structures. Any buried utilities encountered during construction should be properly removed and/or relocated and the resulting excavation backfilled. Disturbed areas caused by demolition activities should be removed and recompacted. Excavations, depressions, or soft and pliant areas extending below planned finished subgrade levels should be cleaned to firm, undisturbed soil and backfilled with Engineered Fill. In general, any septic tanks, debris pits, cesspools, or similar structures should be entirely removed. Concrete footings should be removed to an equivalent depth of at least 3 feet below proposed footing elevations or as recommended by the Soils Engineer. Any other buried structures should be removed in accordance with the recommendations of the Soils Engineer. The resulting excavations should be backfilled with Engineered Fill.

Following stripping, fill removal operations, and demolition activities, the exposed subgrade in building pad areas should be excavated to a depth of at least 12 inches, worked until uniform and free from large clods, moisture-conditioned to a minimum of 2 percent above optimum moisture content, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Prior to backfilling, the exposed subgrade should be proofrolled and observed by Krazan & Associates, Inc. to verify stability. Soft and pliant areas should be excavated to firm native ground.

Following stripping, fill removal operations, demolition activities and prior to fill placement, the exposed subgrade in pavement and exterior flatwork areas should be excavated/scarified to a depth of at least 12 inches, worked until uniform and free from large clods, moisture-conditioned to a minimum of 2 percent above optimum moisture content, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. This compaction effort should stabilize the surface soils and locate any unsuitable or pliant areas not found during our field investigation.

It is recommended that the upper 30 inches of soil within proposed slab-on-grade and exterior flatwork areas consist of non-expansive Engineered Fill or lime-treated Engineered Fill. The fill placement serves two functions: 1) it provides a uniform amount of soil which will more evenly distribute the soil pressures and 2) it reduces moisture content fluctuation in the clayey material beneath the building area. The non-expansive fill material should be a well-graded silty sand or sandy silt soil. A clean sand or very sandy soil is not acceptable for this purpose. A sandy soil will allow the surface water to drain into the expansive clayey soil below, which may result in soil swelling. Imported Fill should be approved by the Soils Engineer prior to placement. The fill should be placed as specified as Engineered Fill.

It is recommended that any uncertified fill material encountered within pavement areas, be removed and/or recompacted. The fill materials should be moisture-conditioned to near optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. As an alternative, the Owner may elect not to recompact the existing fill within paved areas. However, the Owner should be aware that the paved areas may settle which may require annual maintenance. At a minimum, it is recommended that the upper 12 inches of subgrade soil be moisture-conditioned as necessary and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

The site is located adjacent to sloping ground. It is recommended that any cut and fill slopes be constructed 2:1 (horizontal to vertical) or flatter. In lieu of the recommended slopes, retaining walls may be used. In addition, structures should have a minimum setback of 20 feet from the top of the reconstructed slopes.

Where fills greater than 8 feet are to be constructed on original ground that slopes at inclinations exceeding 6:1 (horizontal to vertical), benches should be cut into the natural slope as the filling operations proceed. Each bench should consist of a level terrace a minimum of 8 feet wide, with the rise to the next bench held for 4 feet or less. Where fills of comparable height will be constructed on ground that slopes at an inclination exceeding 4:1 (horizontal to vertical), a keyway should be provided in addition to the benches. Each keyway should consist of a level trench at least 8 feet wide and at least 2 feet deep, with side slopes not exceeding 1:1 (horizontal to vertical), cut into the natural slope.

The upper soils, during wet winter months, become very moist due to the absorptive characteristics of the soil. Earthwork operations performed during winter months may encounter very moist unstable soils, which may require removal to grade a stable building foundation. Project site winterization consisting of placement of aggregate base and protecting exposed soils during the construction phase should be performed.

A representative of our firm should be present during all site clearing and grading operations to test and observe earthwork construction. This testing and observation is an integral part of our service as acceptance of earthwork construction is dependent upon compaction of the material and the stability of the material. The Soils Engineer may reject any material that does not meet compaction and stability requirements. Further recommendations of this report are predicated upon the assumption that earthwork construction will conform to recommendations set forth in this section and the Engineered Fill section.

Slope Construction/Reconstruction

Slopes can be reconstructed by placement of Engineered Fill utilizing a keying and benching procedure as described below. Reconstructed slopes should be constructed at an inclination not exceeding 2:1 (horizontal to vertical). Krazan and Associates, Inc. should be retained to review all slope reconstruction plans and specifications prior to initiating the repair work.

General site clearing should include removal of vegetation, any loose and/or saturated materials. Excavations or depressions extending below subgrade levels should be cleaned to firm, undisturbed soil and backfilled with Engineered Fill, placed and recompacted in accordance with the recommendations stated herein.

Where fills greater than 8 feet are to be constructed on original ground that slopes at inclinations steeper than 6:1 (horizontal to vertical), benches should be cut into the existing slope as the filling operations proceed. Each bench should consist of a level terrace a minimum of 8 feet wide, with the rise to the next bench held to 4 feet or less. Where fills of comparable height will be constructed on ground that slopes at an inclination steeper than 4:1 (horizontal to vertical), a keyway should be provided in addition to the benches. Each keyway should consist of a level trench at least 8 feet wide and at least 2 feet deep, with side slopes not exceeding 1:1 (horizontal to vertical), cut into the existing slope. Where fills of comparable height will be constructed on ground that slopes at an inclination steeper than 2:1 (horizontal to vertical), geotextile fabric and retaining structures should be utilized in slope construction where subsequent specific building site investigations warrant.

Site grading near the crowns of the reconstructed slopes should be accomplished such that excessive sheet run-off is prevented.

The completed slopes should be seeded or otherwise vegetated to protect from future erosion. Well vegetated slopes at the recommended configuration should be reasonably protected from typical erosional effects. However, vegetated slopes may not be protected from unusual flow conditions, such as flood events or over-topping of the development's storm drainage system. If erosion control from unusual flow conditions is desired, more substantial erosion protection measures, such as grouted cobble slope facing or manufactured slope protection products should be considered.

Engineered Fill

The on-site, native soils are predominately gravelly silty sand, sandy clay and sandy clay with gravel. The clayey soils will not be suitable for reuse as non-expansive Engineered Fill. The clayey soils will be suitable for reuse for fill placement within the upper 30 inches of slab-on-grade and exterior flatwork areas, provided they are lime-treated. The preliminary application rate of lime should be 5 percent by dry weight. The lime material should be calcium oxide, commonly known as quick-lime. The clayey soils should be at or near optimum moisture content during mixing operations. Additional testing is recommended to determine the appropriate application rate of lime prior to placement. These clayey soils will be suitable for reuse as General Engineered Fill, within pavement areas and below 30 inches from finished grade in slab-on-grade areas, provided they are cleansed of excessive organics, debris, and moisture-conditioned to at least 2 percent above optimum moisture. It is recommended that additional testing be performed on the on-site soils and fill material to evaluate the physical and index properties prior to reuse as Engineered Fill. The soils that do not contain clay will be suitable for reuse as non-expansive Engineered Fill provided they are cleansed of excessive organics and debris.

The preferred materials specified for Engineered Fill are suitable for most applications with the exception of exposure to erosion. Project site winterization and protection of exposed soils during the construction phase should be the sole responsibility of the Contractor, since he has complete control of the project site at that time.

Imported non-expansive Fill should consist of a well-graded, slightly cohesive, fine silty sand or sandy silt soil, with relatively impervious characteristics when compacted. This material should be approved by the Soils Engineer prior to use and should typically possess the following characteristics:

Percent Passing No. 200 Sieve	20 to 50
Plasticity Index	10 maximum
UBC Standard 29-2 Expansion Index	15 maximum

Fill soils should be placed in lifts approximately 6 inches thick, moisture-conditioned as necessary, and compacted to achieve at least 95 percent of maximum density based on ASTM Test Method D1557. Additional lifts should not be placed if the previous lift did not meet the required dry density or if soil conditions are not stable.

Drainage and Landscaping

The ground surface should slope away from building pad and pavement areas toward appropriate drop inlets or other surface drainage devices. In accordance with Section 1804 of the 2016 California Building Code, it is recommended that the ground surface adjacent to foundations be sloped a minimum of 5 percent for a minimum distance of 10 feet away from structures, or to an approved alternative means of drainage conveyance. Swales used for conveyance of drainage and located within 10 feet of foundations should be sloped a minimum of 2 percent. Impervious surfaces, such as pavement and exterior concrete flatwork, within 10 feet of building foundations should be sloped a minimum of 1 percent away from the structure. Drainage gradients should be maintained to carry all surface water to collection facilities and off-site. These grades should be maintained for the life of the project.

Grade the site to prevent water/run-off flow over the face of cut and fill slopes. To accomplish this, use asphalt berms, brow ditches, or other measures to intercept and slowly redirect flow. Plant all disturbed areas with erosion-resistant vegetation suited to the area. As an alternative, jute netting or geotextile erosion control mats may be considered for control of erosion. Slopes should be inspected periodically for erosion and repaired immediately if detected. Where only 1 drainage terrace is necessary, it should be located at mid-height of the slope. Brow ditches and drainage terraces should be cleaned before the start of each rainy season and, if necessary, after each rainstorm.

Slots or weep holes should be placed in drop inlets or other surface drainage devices in pavement areas to allow free drainage of adjoining base course materials. Cutoff walls should be installed at pavement edges adjacent to vehicular traffic areas; these walls should extend to a minimum depth of 12 inches below pavement subgrades to limit the amount of seepage water that can infiltrate the pavements.

Where cutoff walls are undesirable, subgrade drains can be constructed to transport excess water away from planters to drainage interceptors. If cutoff walls can be successfully used at the site, construction of subgrade drains is considered unnecessary.

Utility Trench Backfill

Utility trenches should be excavated according to accepted engineering practices following OSHA (Occupational Safety and Health Administration) standards by a Contractor experienced in such work. The responsibility for the safety of open trenches should be borne by the Contractor. Traffic and vibration adjacent to trench walls should be reduced; cyclic wetting and drying of excavation side slopes should be avoided. Depending upon the location and depth of some utility trenches, groundwater flow into open excavations could be experienced, especially during or shortly following periods of precipitation.

Utility trench backfill placed in or adjacent to buildings and exterior slabs should be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557. The utility trench backfill placed in pavement areas should be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557. Pipe bedding should be in accordance with pipe manufacturer's recommendations.

The Contractor is responsible for removing all water-sensitive soils from the trench regardless of the backfill location and compaction requirements. The Contractor should use appropriate equipment and methods to avoid damage to the utilities and/or structures during fill placement and compaction.

Foundations - Conventional

The proposed structures may be supported on a shallow foundation system bearing on the undisturbed native soil or on Engineered Fill. Structures should have a minimum setback of 20 feet from the existing slopes. Spread and continuous footings can be designed for the following maximum allowable soil bearing pressures:

Load	Allowable Loading
Dead Load Only	1,875 psf
Dead-Plus-Live Load	2,500 psf
Total Load, including wind or seismic loads	3,325 psf

The footings should have a minimum embedment depth of 18 inches below pad subgrade (soil grade), adjacent exterior grade. The footings should have a minimum width of 12 inches, regardless of load.

The total soil movement is not expected to exceed 1 inch. Differential soil movement should be less than ½ inch. Most of the settlement is expected to occur during construction as the loads are applied. However, additional post-construction settlement may occur if the foundation soils are flooded or saturated.

The footing excavations should not be allowed to dry out any time prior to pouring concrete. It is recommended that footings be reinforced by at least one No. 4 reinforcing bar in both top and bottom.

Resistance to lateral footing displacement can be computed using an allowable friction factor of 0.30 acting between the base of foundations and the supporting subgrade. Lateral resistance for footings can alternatively be developed using an allowable equivalent fluid passive pressure of 250 pounds per cubic foot acting against the appropriate vertical footing faces. The frictional and passive resistance of the soil may be combined without reduction in determining the total lateral resistance. A ⅓ increase in the above value may be used for short duration, wind, or seismic loads. All of the above earth pressures are unfactored and are, therefore, not inclusive of factors of safety.

Foundations - Drilled Caissons

The proposed gas canopy can be supported on drilled caissons using an allowable sidewall friction of 400 psf. This value is for dead-plus-live loads. This value may be increased ⅓ for short duration loads, such as wind or seismic. Uplift loads can be resisted by caissons using an allowable sidewall friction of 225 psf of the surface area and the weight of the pier. Caissons should have a minimum embedment depth of 6 feet below existing site grade or bottomed at least 3 feet into the firm native soil, whichever is greater. The upper 2 feet should be neglected from friction calculations. The total and differential settlement should be less than ½ inch. Most of the settlement is expected to occur during construction as the loads are applied. If drilled piers or caissons will be utilized, no over-excavation of the fill and native soils will be required.

Lateral loads for caissons may be designed using the 2016 CBC flagpole formula with a lateral bearing capacity of 150 psf/ft. This value can be doubled for allowable deflections of up to ½ inch. The lateral loading criteria is based on the assumption that the load application is applied at the ground level and flexible cap conditions apply.

Sandy and gravelly soils were encountered at the site. These sandy and gravelly soils may be subject to caving during drilling operations. Accordingly, cased caissons may be required.

Floor Slabs and Exterior Flatwork

If conventional slab-on-grade construction will be utilized, it is recommended that the upper 30 inches of soil beneath the concrete slabs should consist of non-expansive Engineered Fill or lime-treated Engineered Fill. The floor slab should be reinforced at a minimum with #3 reinforcing bars at 18 inches on-center each way. Thicker floor slabs with increased concrete strength and reinforcement should be designed wherever heavy concentrated loads, heavy equipment, or machinery is anticipated.

Concrete slab-on-grade floors should be underlain by a water vapor retarder. The water vapor retarder should be installed in accordance with accepted engineering practice. The water vapor retarder should consist of a vapor retarder sheeting underlain by a minimum of 3 inches of compacted, clean, gravel of ¾-inch maximum size. To aid in concrete curing an optional 2 to 4 inches of granular fill may be placed on top of the vapor retarder. The granular fill should consist of damp clean sand with at least 10 to 30

percent of the sand passing the 100 sieve. The sand should be free of clay, silt or organic material. Rock dust which is manufactured sand from rock crushing operations is typically suitable for the granular fill. This granular fill material should be compacted.

The exterior floors should be poured separately in order to act independently of the walls and foundation system. All fills required to bring the building pads to grade should be Engineered Fills.

Moisture within the structure may be derived from water vapors, which were transformed from the moisture within the soils. This moisture vapor can travel through the vapor membrane and penetrate the slab-on-grade. This moisture vapor penetration can affect floor coverings and produce mold and mildew in the structure. To reduce moisture vapor intrusion, it is recommended that a vapor retarder be installed. It is recommended that the utility trenches within the structure be compacted, as specified in our report, to reduce the transmission of moisture through the utility trench backfill. Special attention to the immediate drainage and irrigation around the building is recommended. Positive drainage should be established away from the structure and should be maintained throughout the life of the structure. Ponding of water should not be allowed adjacent to the structure. Over-irrigation within landscaped areas adjacent to the structure should not be performed. In addition, ventilation of the structure (i.e. ventilation fans) is recommended to reduce the accumulation of interior moisture.

Lateral Earth Pressures and Retaining Walls

Walls retaining horizontal backfill and capable of deflecting a minimum of 0.1 percent of its height at the top may be designed using an equivalent fluid active pressure of 50 pounds per square foot per foot of depth. Walls that are incapable of this deflection or walls that are fully constrained against deflection may be designed for an equivalent fluid at-rest pressure of 70 pounds per square foot per foot per depth. Expansive soils should not be used for backfill against walls. The wedge of non-expansive backfill material should extend from the bottom of each retaining wall outward and upward at a slope of 2:1 (horizontal to vertical) or flatter. The stated lateral earth pressures do not include the effects of hydrostatic water pressures generated by infiltrating surface water that may accumulate behind the retaining walls; or loads imposed by construction equipment, foundations, or roadways. All of the above earth pressures are unfactored and are, therefore, not inclusive of factors of safety.

During grading and backfilling operations adjacent to any walls, heavy equipment should not be allowed to operate within a lateral distance of 5 feet from the wall, or within a lateral distance equal to the wall height, whichever is greater, to avoid developing excessive lateral pressures. Within this zone, only hand-operated equipment ("whackers," vibratory plates, or pneumatic compactors) should be used to compact the backfill soils.

Retaining and/or below grade walls should be drained with either perforated pipe encased in free-draining gravel or a prefabricated drainage system. The gravel zone should have a minimum width of 12 inches wide and should extend upward to within 12 inches of the top of the wall. The upper 12 inches of backfill should consist of native soils, concrete, asphaltic concrete or other suitable backfill to reduce surface drainage into the wall drain system. The aggregate should conform to Class 2 permeable materials graded in accordance with Section 68-2.02F(3) of the CalTrans Standard Specifications

(2010). Prefabricated drainage systems, such as Miradrain®, Enkadrain®, or an equivalent substitute, are acceptable alternatives in lieu of gravel provided they are installed in accordance with the manufacturer's recommendations. If a prefabricated drainage system is proposed, our firm should review the system for final acceptance prior to installation.

Drainage pipes should be placed with perforations down and should discharge in a non-erosive manner away from foundations and other improvements. The pipes should be placed no higher than 6 inches above the heel of the wall in the centerline of the drainage blanket and should have a minimum diameter of 4 inches. Collector pipes may be either slotted or perforated. Slots should be no wider than ⅛ inch in diameter, while perforations should be no more than ¼ inch in diameter. If retaining walls are less than 6 feet in height, the perforated pipe may be omitted in lieu of weep holes on 4 feet maximum spacing. The weep holes should consist of 4-inch diameter holes (concrete walls) or unmortared head joints (masonry walls) and not be higher than 18 inches above the lowest adjacent grade. Two 8-inch square overlapping patches of geotextile fabric (conforming to Section 88-1.02 of the CalTrans Standard Specifications for "edge drains") should be affixed to the rear wall opening of each weep hole to retard soil piping.

R-Value Test Results and Pavement Design

One R-value sample was obtained from the project site at the location shown on the attached site plan. The sample was tested in accordance with the State of California Materials Manual Test Designation 301. Results of the test are as follows:

Sample	Depth	Description	R-Value at Equilibrium
1	12-24"	Sandy Clay (CL)	Less than 5

The test result is low and indicates poor subgrade support characteristics under dynamic traffic loads. The following table shows the recommended pavement sections for various traffic indices.

Traffic Index	Asphaltic Concrete	Class II Aggregate Base*	Class III Aggregate Subbase	Compacted Subgrade**
4.0	2.0"	8.5"	--	12.0"
4.0	2.0"	4.5"	4.5"	12.0"
4.5	2.5"	9.0"	--	12.0"
4.5	2.5"	4.0"	5.5"	12.0"
5.0	2.5"	11.0"	--	12.0"
5.0	2.5"	5.0"	6.5"	12.0"
5.5	3.0"	11.5"	--	12.0"
5.5	3.0"	5.0"	7.0"	12.0"
6.0	3.0"	13.5"	--	12.0"

6.0	3.0"	6.5"	8.0"	12.0"
6.5	3.5"	14.0"	--	12.0"
6.5	3.5"	6.0"	9.0"	12.0"
7.0	4.0"	15.5"	--	12.0"
7.0	4.0"	6.5"	10.0"	12.0"
7.5	4.0"	17.0"	--	12.0"
7.5	4.0"	7.5"	10.5"	12.0"

**** 95% compaction based on ASTM Test Method D1557 or CAL 216***
***** 90% compaction based on ASTM Test Method D1557 or CAL 216***

If traffic indices are not available, an estimated (typical value) index of 4.5 may be used for light automobile traffic, and an index of 7.0 may be used for light truck traffic.

The following recommendations are for light-duty and heavy-duty Portland Cement Concrete Pavement Sections based on the design procedures developed by the Portland Cement Association.

PORTLAND CEMENT PAVEMENT
LIGHT DUTY

Traffic Index	Portland Cement Concrete***	Class II Aggregate Base*	Compacted Subgrade**
4.5	6.0"	5.0"	12.0"

HEAVY DUTY

Traffic Index	Portland Cement Concrete***	Class II Aggregate Base*	Compacted Subgrade**
7.0	7.0"	6.0"	12.0"

**** 95% compaction based on ASTM Test Method D1557 or CAL 216***
***** 90% compaction based on ASTM Test Method D1557 or CAL 216***
******Minimum Compressive Strength of 3000 psi***

It is recommended that any uncertified fill material encountered within pavement areas, be removed and/or recompacted. The fill materials should be moisture-conditioned to near optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. As an alternative, the Owner may elect not to recompact the existing fill within paved areas. However, the Owner should be aware that the paved areas may settle which may require annual maintenance. At a minimum, it is recommended that the upper 12 inches of subgrade soil be moisture-conditioned as necessary and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Seismic Parameters – 2016 California Building Code

The Site Class per Section 1613 of the 2016 California Building Code (2016 CBC) and Table 20.3-1 of ASCE 7-10 is based upon the site soil conditions. It is our opinion that a Site Class D is most consistent with the subject site soil conditions. For seismic design of the structures based on the seismic provisions of the 2016 CBC, we recommend the following parameters:

Seismic Item	Value	CBC Reference
Site Class	D	Section 1613.3.2
Site Coefficient F_a	1.000	Table 1613.3.3 (1)
S_s	1.563	Section 1613.3.1
S_{MS}	1.563	Section 1613.3.3
S_{DS}	1.042	Section 1613.3.4
Site Coefficient F_v	1.500	Table 1613.3.3 (2)
S_1	0.600	Section 1613.3.1
S_{M1}	0.900	Section 1613.3.3
S_{D1}	0.600	Section 1613.3.4

Soil Cement Reactivity

Excessive sulfate in either the soil or native water may result in an adverse reaction between the cement in concrete (or stucco) and the soil. HUD/FHA and CBC have developed criteria for evaluation of sulfate levels and how they relate to cement reactivity with soil and/or water.

Soil samples were obtained from the site and tested in accordance with State of California Materials Manual Test Designation 417. The sulfate concentrations detected in these soil samples were greater than 150 ppm and are above the maximum allowable values established by HUD/FHA and CBC. Therefore, it is recommended that a Type II cement be used within the concrete to compensate for sulfate reactivity with the cement.

Compacted Material Acceptance

Compaction specifications are not the only criteria for acceptance of the site grading or other such activities. However, the compaction test is the most universally recognized test method for assessing the performance of the Grading Contractor. The numerical test results from the compaction test cannot be used to predict the engineering performance of the compacted material. Therefore, the acceptance of compacted materials will also be dependent on the stability of that material. The Soils Engineer has the option of rejecting any compacted material regardless of the degree of compaction if that material is considered to be unstable or if future instability is suspected. A specific example of rejection of fill material passing the required percent compaction is a fill which has been compacted with an in situ moisture content significantly less than optimum moisture. This type of dry fill (brittle fill) is susceptible to future settlement if it becomes saturated or flooded.

Testing and Inspection

A representative of Krazan & Associates, Inc. should be present at the site during the earthwork activities to confirm that actual subsurface conditions are consistent with the exploratory fieldwork. This activity is an integral part of our service, as acceptance of earthwork construction is dependent upon compaction testing and stability of the material. This representative can also verify that the intent

of these recommendations is incorporated into the project design and construction. Krazan & Associates, Inc. will not be responsible for grades or staking, since this is the responsibility of the Prime Contractor.

LIMITATIONS

Soils Engineering is one of the newest divisions of Civil Engineering. This branch of Civil Engineering is constantly improving as new technologies and understanding of earth sciences advance. Although your site was analyzed using the most appropriate and most current techniques and methods, undoubtedly there will be substantial future improvements in this branch of engineering. In addition to advancements in the field of Soils Engineering, physical changes in the site, either due to excavation or fill placement, new agency regulations, or possible changes in the proposed structure after the soils report is completed may require the soils report to be professionally reviewed. In light of this, the Owner should be aware that there is a practical limit to the usefulness of this report without critical review. Although the time limit for this review is strictly arbitrary, it is suggested that 2 years be considered a reasonable time for the usefulness of this report.

Foundation and earthwork construction is characterized by the presence of a calculated risk that soil and groundwater conditions have been fully revealed by the original foundation investigation. This risk is derived from the practical necessity of basing interpretations and design conclusions on limited sampling of the earth. The recommendations made in this report are based on the assumption that soil conditions do not vary significantly from those disclosed during our field investigation. If any variations or undesirable conditions are encountered during construction, the Soils Engineer should be notified so that supplemental recommendations may be made.

The conclusions of this report are based on the information provided regarding the proposed construction. If the proposed construction is relocated or redesigned, the conclusions in this report may not be valid. The Soils Engineer should be notified of any changes so the recommendations may be reviewed and re-evaluated.

This report is a Geotechnical Engineering Investigation with the purpose of evaluating the soil conditions in terms of foundation design. The scope of our services did not include any Environmental Site Assessment for the presence or absence of hazardous and/or toxic materials in the soil, groundwater, or atmosphere; or the presence of wetlands. Any statements, or absence of statements, in this report or on any boring log regarding odors, unusual or suspicious items, or conditions observed, are strictly for descriptive purposes and are not intended to convey engineering judgment regarding potential hazardous and/or toxic assessment.

The geotechnical engineering information presented herein is based upon professional interpretation utilizing standard engineering practices and a degree of conservatism deemed proper for this project. It is not warranted that such information and interpretation cannot be superseded by future geotechnical engineering developments. We emphasize that this report is valid for the project outlined above and should not be used for any other sites.

If there are any questions or if we may be of further assistance, please do not hesitate to contact our office at (925) 307-1160.

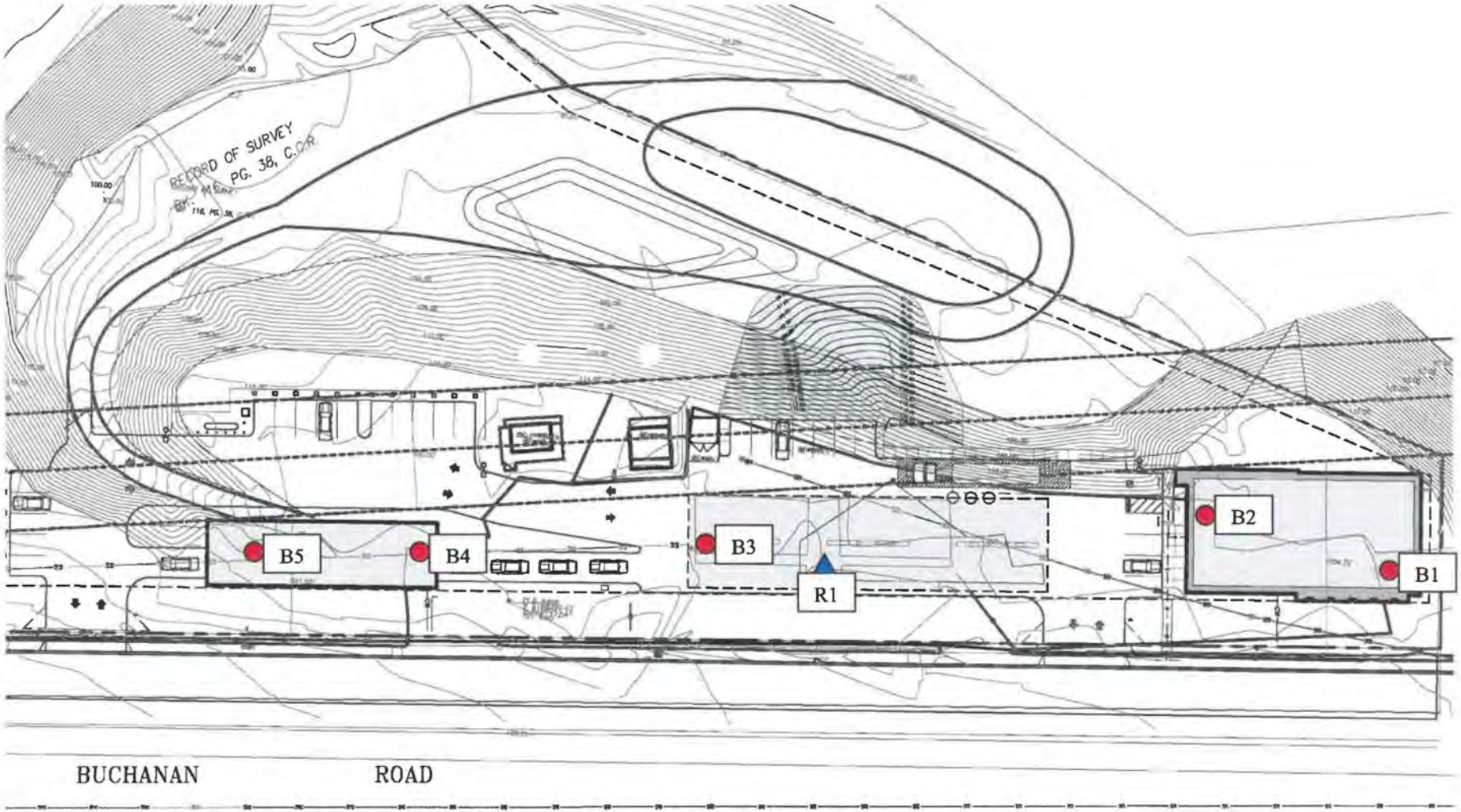
Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

Steve Nelson
Project Engineer



David R. Jarosz, II
Managing Engineer
RGE No. 2698/RCE No. 60185

SN/DRJ:ht



● APPROXIMATE BORING LOCATION

▲ APPROXIMATE R-VALUE LOCATION

N
W
E
S

SITE MAP	**Scale:** NTS	**Date:** June 2017	Krazan GEOTECHNICAL ENGINEERING
Convenience Store, Gas Station & Car Wash **1625 S. Buchanan Road** **Pittsburg, California**	**Drawn by:** HT	**Approved by:** DJ	
	Project No. 042-17005	**Figure No.** 1	

APPENDIX A

FIELD AND LABORATORY INVESTIGATIONS

Field Investigation

The field investigation consisted of a surface reconnaissance and a subsurface exploratory program. Five 4½-inch exploratory borings were advanced. The boring locations are shown on the site plan.

The soils encountered were logged in the field during the exploration, and with supplementary laboratory test data are described in accordance with the Unified Soil Classification System.

Modified standard penetration tests and standard penetration tests were performed at selected depths. These tests represent the resistance to driving a 2½-inch and 1½-inch diameter split barrel sampler, respectively. The driving energy was provided by a hammer weighing 140 pounds falling 30 inches. Relatively undisturbed soil samples were obtained while performing this test. Bag samples of the disturbed soil were obtained from the auger cuttings. The modified standard penetration tests are identified in the sample type on the boring logs with a full shaded in block. The standard penetration tests are identified in the sample type on the boring logs with half of the block shaded. All samples were returned to our Clovis laboratory for evaluation.

Laboratory Investigation

The laboratory investigation was programmed to determine the physical and mechanical properties of the foundation soil underlying the site. Test results were used as criteria for determining the engineering suitability of the surface and subsurface materials encountered.

In-situ moisture content, dry density, consolidation, atterberg limits, and sieve analysis tests were completed for the undisturbed samples representative of the subsurface material. Expansion index and R-value tests were completed for select bag samples obtained from the auger cuttings. These tests, supplemented by visual observation, comprised the basis for our evaluation of the site material.

The logs of the exploratory borings and laboratory determinations are presented in this Appendix.

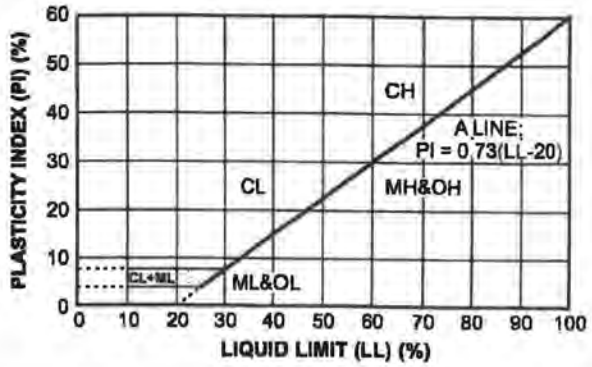
UNIFIED SOIL CLASSIFICATION SYSTEM

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART			
COARSE-GRAINED SOILS (more than 50% of material is larger than No. 200 sieve size.)			
GRAVELS More than 50% of coarse fraction larger than No. 4 sieve size	Clean Gravels (Less than 5% fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines
	Gravels with fines (More than 12% fines)	GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
SANDS 50% or more of coarse fraction smaller than No. 4 sieve size	Clean Sands (Less than 5% fines)	SW	Well-graded sands, gravelly sands, little or no fines
		SP	Poorly graded sands, gravelly sands, little or no fines
	Sands with fines (More than 12% fines)	SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
FINE-GRAINED SOILS (50% or more of material is smaller than No. 200 sieve size.)			
SILTS AND CLAYS Liquid limit less than 50%		ML	Inorganic silts and very fine sands, rock flour, silty of clayey fine sands or clayey silts with slight plasticity
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
		OL	Organic silts and organic silty clays of low plasticity
SILTS AND CLAYS Liquid limit 50% or greater		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS		PT	Peat and other highly organic soils

CONSISTENCY CLASSIFICATION	
Description	**Blows per Foot**
Granular Soils	
Very Loose	< 5
Loose	5 – 15
Medium Dense	16 – 40
Dense	41 – 65
Very Dense	> 65
Cohesive Soils	
Very Soft	< 3
Soft	3 – 5
Firm	6 – 10
Stiff	11 – 20
Very Stiff	21 – 40
Hard	> 40

GRAIN SIZE CLASSIFICATION		
Grain Type	*Standard Sieve Size*	*Grain Size in Millimeters*
Boulders	Above 12 inches	Above 305
Cobbles	12 to 13 inches	305 to 76.2
Gravel	3 inches to No. 4	76.2 to 4.76
Coarse-grained	3 to ¾ inches	76.2 to 19.1
Fine-grained	¾ inches to No. 4	19.1 to 4.76
Sand	No. 4 to No. 200	4.76 to 0.074
Coarse-grained	No. 4 to No. 10	4.76 to 2.00
Medium-grained	No. 10 to No. 40	2.00 to 0.042
Fine-grained	No. 40 to No. 200	0.042 to 0.074
Silt and Clay	Below No. 200	Below 0.074

PLASTICITY CHART



Log of Boring B1

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

Client: LMK Petro, Inc.

Figure No.: A-1

Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***GRAVELLY SILTY SAND (SM)*** FILL, fine- to coarse-grained; light brown, damp, drills easily				
2		***SANDY CLAY (CL)*** FILL, fine-grained with GRAVEL; brown, moist, drills easily	111.0	17.2		24
4		***SANDY CLAY (CL)*** FILL, fine- to medium-grained; light brown, damp, drills easily				
6		***SANDY CLAY (CL)*** FILL, fine- to coarse-grained with GRAVEL; grayish-brown, damp, drills easily		14.9		27
8		***SANDY CLAY (CL)*** Very stiff, fine-grained; brown, damp, drills firmly				
10				15.9		30
12						
14		With GRAVEL below 14 feet				
16		End of Borehole				
18						
20						

Penetration Test blows/ft: 20 40 60

Water Content (%): 10 20 30 40

Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 15 Feet

Sheet: 1 of 1

Log of Boring B2

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

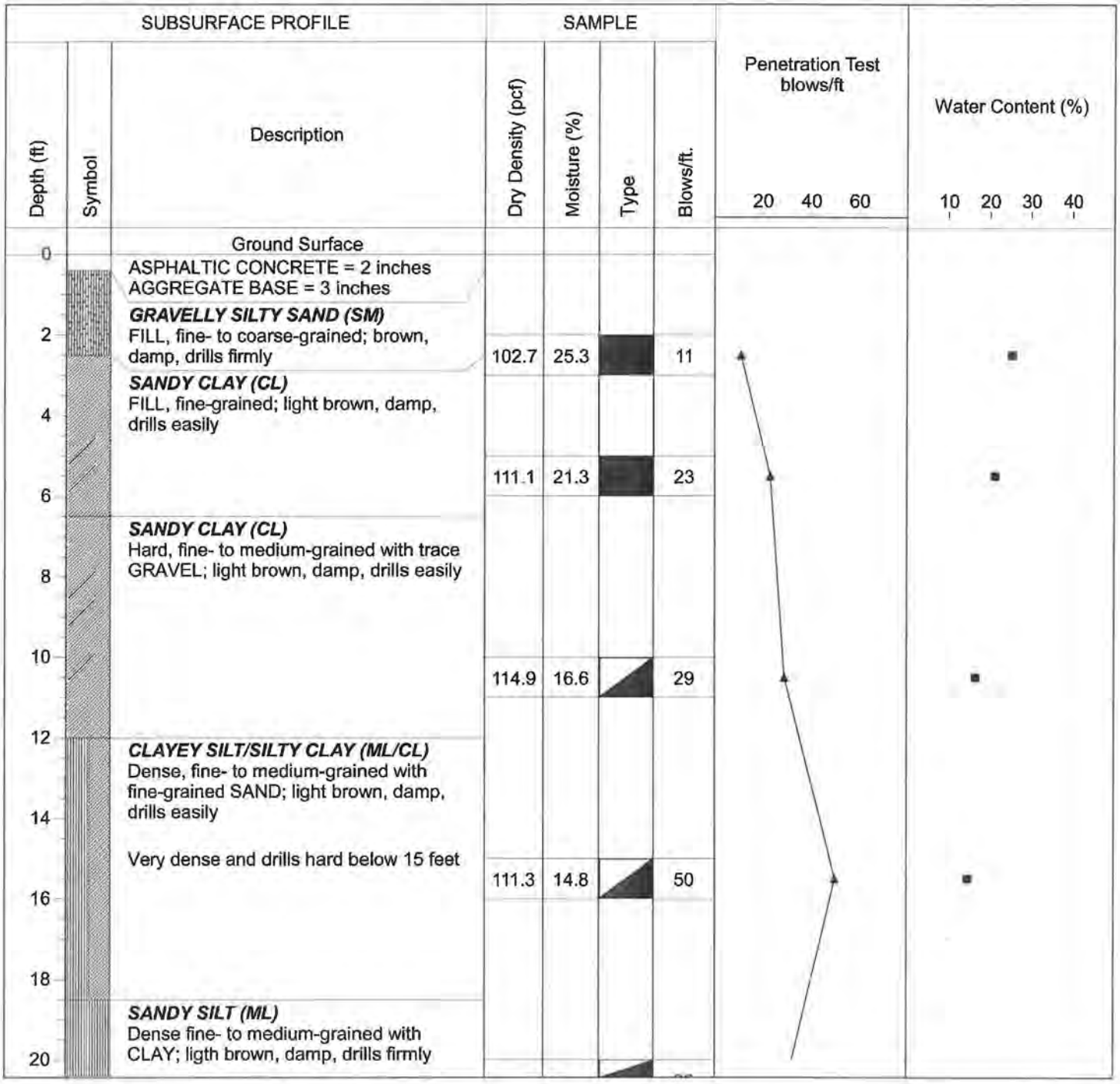
Client: LMK Petro, Inc.

Figure No.: A-2

Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water> **Initial:** None **At Completion:** None



Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 50 Feet

Log of Boring B2

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

Client: LMK Petro, Inc.

Figure No.: A-2

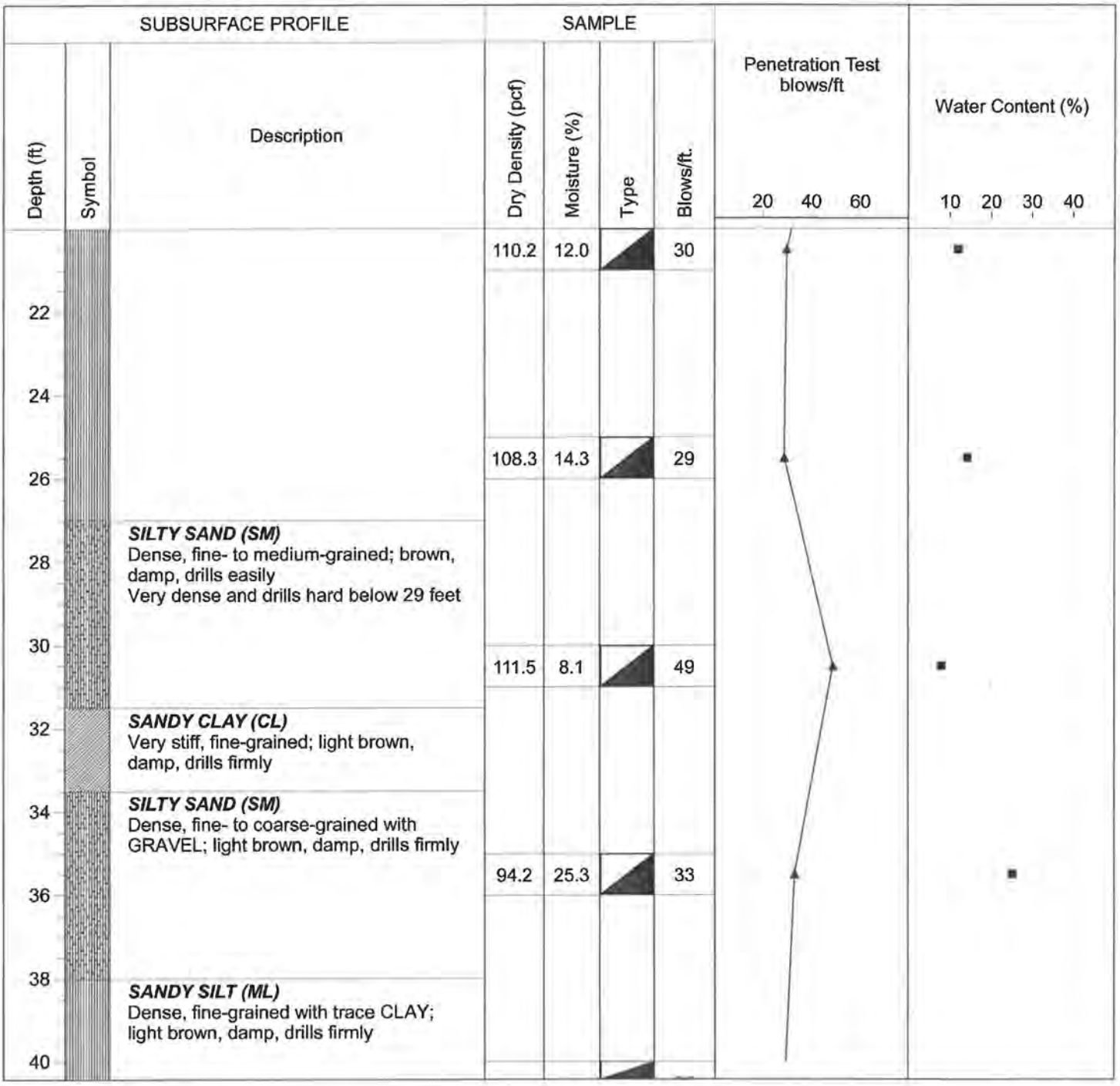
Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None



Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 50 Feet

Log of Boring B2

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

Client: LMK Petro, Inc.

Figure No.: A-2

Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water> **Initial:** None **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
42			112.4	14.4		29
44		***SILTY SAND (SM)*** Dense, fine- to coarse-grained; light brown, damp, drills firmly				
46			92.7	10.9		36
48						
50		End of Borehole				
52						
54						
56						
58						
60						

SUBSURFACE PROFILE

SAMPLE

Penetration Test blows/ft: 20 40 60

Water Content (%): 10 20 30 40

Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 50 Feet

Log of Boring B3

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

Client: LMK Petro, Inc.

Figure No.: A-3

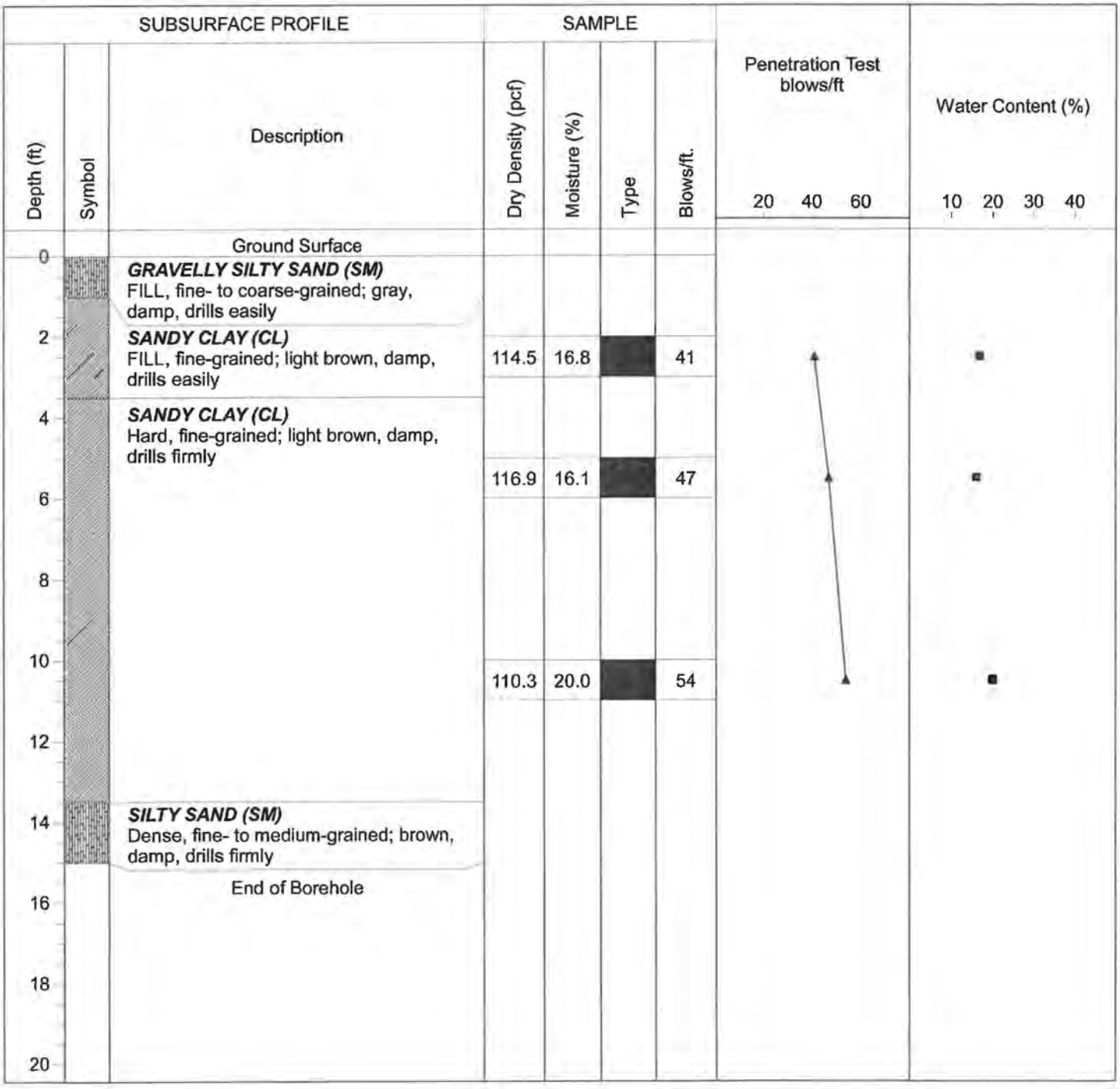
Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None



Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 15 Feet

Sheet: 1 of 1

Log of Boring B4

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

Client: LMK Petro, Inc.

Figure No.: A-4

Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water> **Initial:** None **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
		ASPHALTIC CONCRETE = 2 inches AGGREGATE BASE = 4 inches				
2		***SANDY CLAY (CL)*** FILL, fine- to medium-grained; light brown, damp, drills easily	111.0	17.8		30
4		***SANDY CLAY (CL)*** Hard, fine-grained; light brown, damp, drills firmly	116.6	18.4		40
10		End of Borehole				

Penetration Test blows/ft: 20 40 60

Water Content (%): 10 20 30 40

Drill Method: Solid Flight

Drill Rig: CME 45B

Driller: Brent Snyder

Krazan and Associates

Drill Date: 4-27-17

Hole Size: 4½ Inches

Elevation: 10 Feet

Sheet: 1 of 1

Log of Boring B5

Project: Convenience Store, Gas Station and Car Wash | **Project No:** 042-17005

Client: LMK Petro, Inc. | **Figure No.:** A-5

Location: 1625 S. Buchanan Road, Pittsburg, CA | **Logged By:** R. Alexander

Depth to Water> | **Initial:** None | **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***GRAVELLY SILTY SAND (SM)*** FILL, fine- to coarse-grained; light brown, damp, drills easily				
2		Brown below 2½ feet	117.9	15.4		33
4						
6		***SANDY CLAY (CL)*** FILL, fine-grained; brown, damp, drills easily	127.7	8.9		32
8		***CLAYEY SILT/SILTY CLAY (ML/CL)*** Medium dense, fine-grained with fine-grained SAND; light orangish-brown, damp, drills easily				
10		Dense below 10 feet	112.4	19.4		42
12						
14		With lenses of SAND and drills firmly below 13½ feet				
16			107.9	22.9		57
18						
20						

Penetration Test blows/ft: 20 40 60

Water Content (%): 10 20 30 40

Drill Method: Solid Flight | **Drill Date:** 4-27-17

Drill Rig: CME 45B | **Hole Size:** 4½ Inches

Driller: Brent Snyder | **Elevation:** 25 Feet

Krazan and Associates

Log of Boring B5

Project: Convenience Store, Gas Station and Car Wash

Project No: 042-17005

Client: LMK Petro, Inc.

Figure No.: A-5

Location: 1625 S. Buchanan Road, Pittsburg, CA

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft	Water Content (%)
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	20 40 60	10 20 30 40
			110.5	20.9		55		
22								
24								
		End of Borehole						
26								
28								
30								
32								
34								
36								
38								
40								

Drill Method: Solid Flight

Drill Date: 4-27-17

Drill Rig: CME 45B

Krazan and Associates

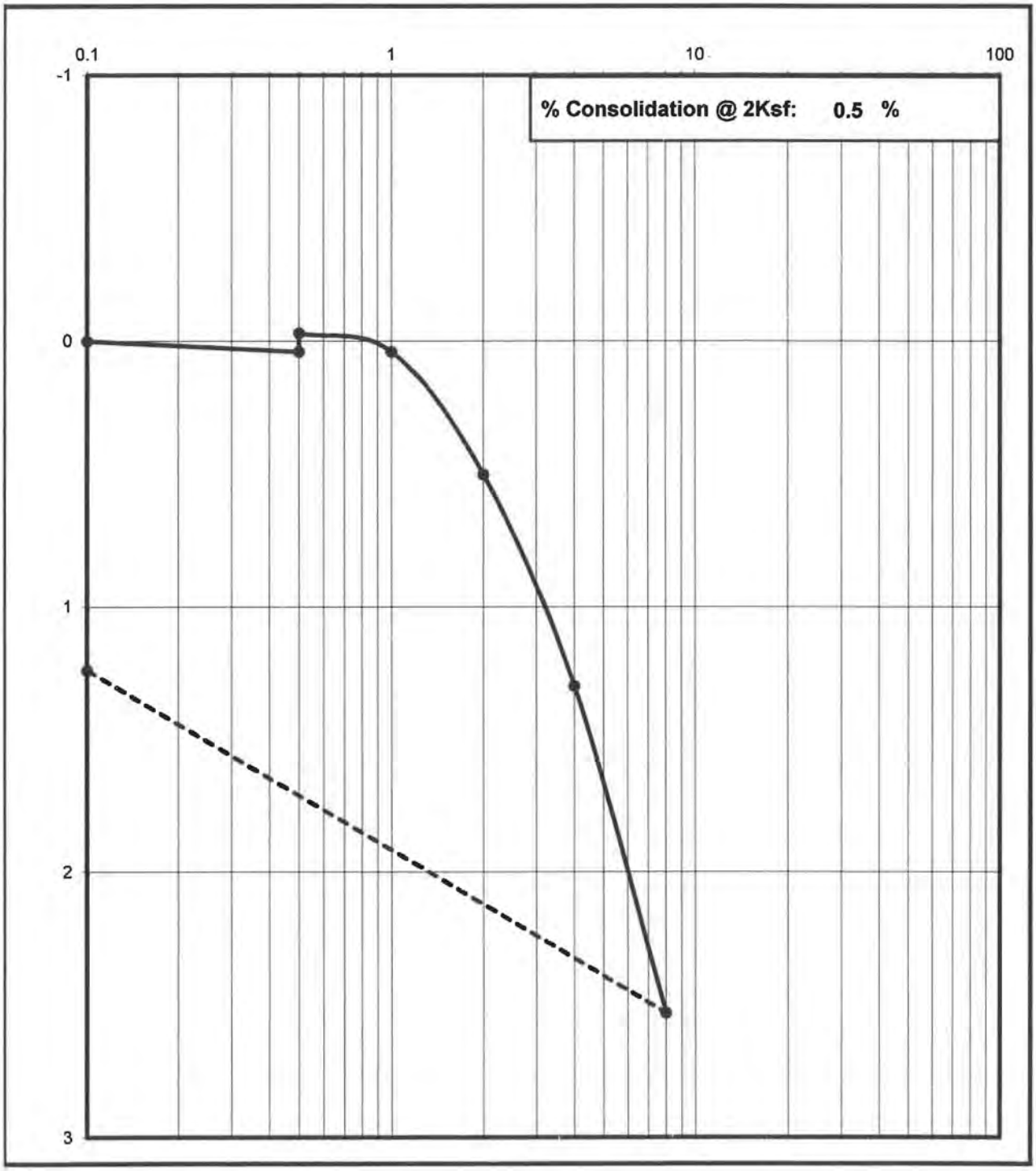
Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 25 Feet

Consolidation Test

Project No	Boring No. & Depth	Date	Soil Classification
042-17005	B3 @ 5-6'	5/22/2017	CL



Krazan Testing Laboratory

Grain Size Analysis



(Unified Soils Classification)

Project Name	Convenience Store, Gas Station, and Car Wash
Project Number	042-17005
Soil Classification	CL
Sample Number	B3 @ 5-6'

Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

Project Number	: 042-17005
Project Name	: Convenience Store, Gas Station, and Car Wash
Date	: 5/22/2017
Sample location/ Depth	: B1 @ 3-4'
Sample Number	: X1
Soil Classification	: CL

Trial #	**1**	**2**	**3**
Weight of Soil & Mold, gms	616.1		
Weight of Mold, gms	206.5		
Weight of Soil, gms	409.6		
Wet Density, Lbs/cu.ft.	123.5		
Weight of Moisture Sample (Wet), gms	300.0		
Weight of Moisture Sample (Dry), gms	275.2		
Moisture Content, %	9.0		
Dry Density, Lbs/cu.ft.	113.3		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	50.0		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	0	--	--	--	--	0.101

Expansion Index $_{measured}$ = 101

Expansion Index = **101**

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

Project Number	: 042-17005
Project Name	: Convenience Store, Gas Station, and Car Wash
Date	: 5/22/2017
Sample location/ Depth	: 3-4'
Sample Number	: X2
Soil Classification	: CL

Trial #	**1**	**2**	**3**
Weight of Soil & Mold, gms	617.8		
Weight of Mold, gms	204.4		
Weight of Soil, gms	413.4		
Wet Density, Lbs/cu.ft.	124.7		
Weight of Moisture Sample (Wet), gms	300.0		
Weight of Moisture Sample (Dry), gms	275.5		
Moisture Content, %	8.9		
Dry Density, Lbs/cu.ft.	114.5		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	50.9		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	0	--	--	--	--	0.102

Expansion Index $_{measured}$ = 102

Expansion Index = 102

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

Krazan Testing Laboratory

Plasticity Index of Soils

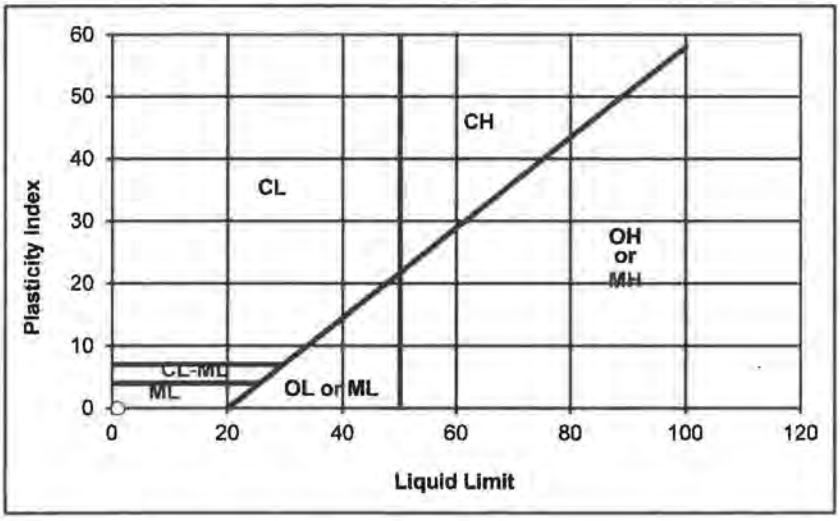
ASTM D4318/AASHTO T89 T90/CT 204

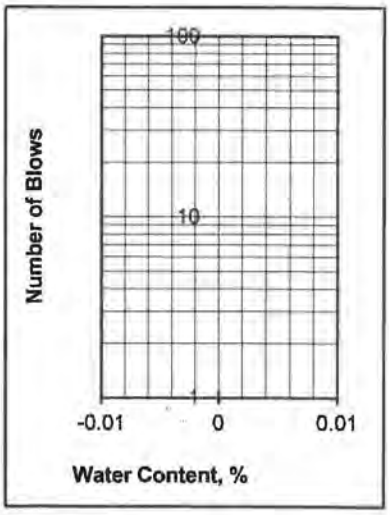
Project: **Convenience Store, Gas Station, and Car Wash**
Project Number: **042-17005**
Date Sampled: 4/27/2017 Date Tested: 5/19/2017
Sampled By: RA Tested By: J Dyer
Sample Number: Verified By: J Gruszczynski
Sample Location: B2 @ 25-26'
Sample Description: ML w/ trace of clay

	Plastic Limit			Liquid Limit		
Trial Number	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)						
Weight of Dry Soil & Tare (g)						
Weight of Tare (g)						
Weight of water (g)						
Weight of Dry Soil (g)						
Water Content (% of dry wt.)						
Number of Blows						

Plastic Limit : N/D **Liquid Limit : N/D**

Plasticity Index : NON-PLASTIC
Unified Soil Classification : NON-PLASTIC **Requirement:**
Approx. % of Material Retained on # 40 Sieve:





Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

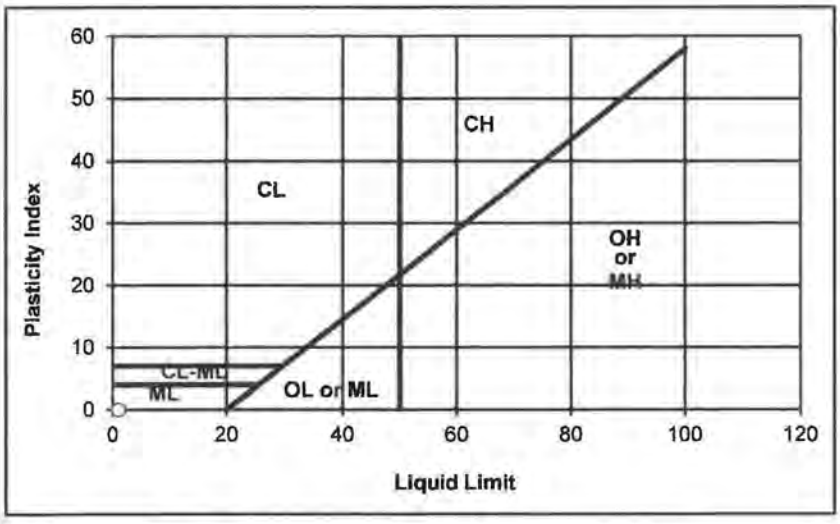
ASTM D4318/AASHTO T89 T90/CT 204

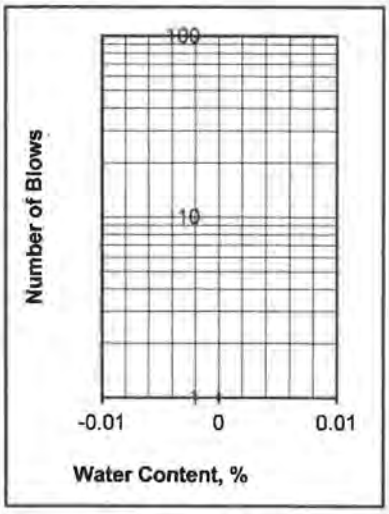
Project: **Convenience Store, Gas Station, and Car Wash**
Project Number: **042-17005**
Date Sampled: 4/27/2017 Date Tested: 5/19/2017
Sampled By: RA Tested By: J Dyer
Sample Number: Verified By: J Gruszczynski
Sample Location: B2 @ 40-41'
Sample Description: ML w/ trace of clay

	Plastic Limit			Liquid Limit		
Trial Number	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)						
Weight of Dry Soil & Tare (g)						
Weight of Tare (g)						
Weight of water (g)						
Weight of Dry Soil (g)						
Water Content (% of dry wt.)						
Number of Blows						

Plastic Limit : N/D **Liquid Limit : N/D**

Plasticity Index : NON-PLASTIC
Unified Soil Classification : NON-PLASTIC **Requirement:**
Approx. % of Material Retained on # 40 Sieve:





Departures from Outlined Procedure:

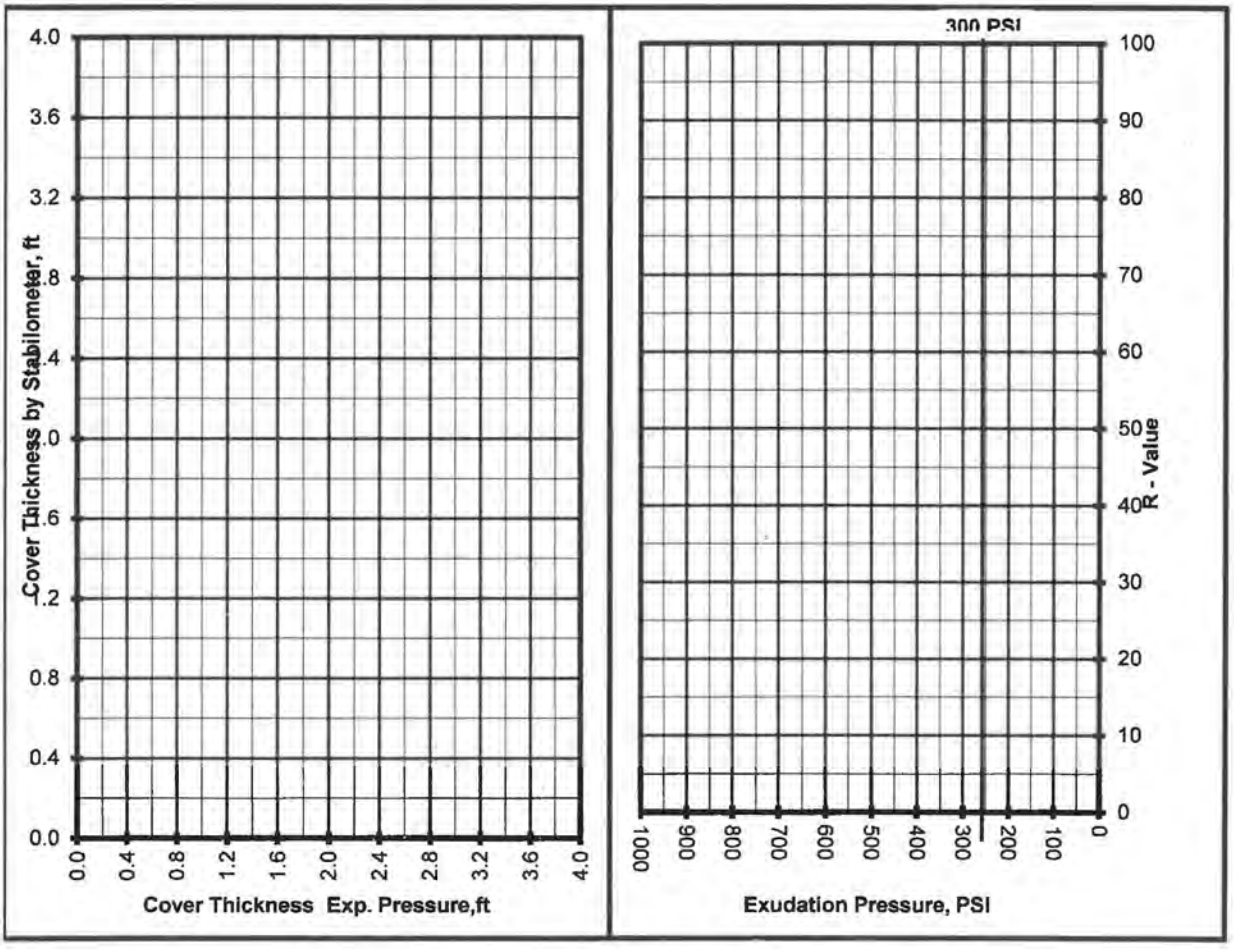
Unusual Conditions, Other Notes:

R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	042-17005
Project Name	:	Convenience Store, Gas Station, and Car Wash
Date	:	5/3/2017
Sample Location/Curve Number	:	RV#1
Soil Classification	:	CL

TEST	A	B	C
Percent Moisture @ Compaction, %			
Dry Density, lbm/cu.ft.	R - Value less than 5 Sample Exuded from bottom of Mold During test		
Exudation Pressure, psi			
Expansion Pressure, (Dial Reading)			
Expansion Pressure, psf			
Resistance Value R			

R - Value at 300 PSI Exudation Pressure	< 5
R - Value by Expansion Pressure	



APPENDIX B

EARTHWORK SPECIFICATIONS

GENERAL

When the text of the report conflicts with the general specifications in this appendix, the recommendations in the report have precedence.

SCOPE OF WORK: These specifications and applicable plans pertain to and include all earthwork associated with the site rough grading, including but not limited to the furnishing of all labor, tools, and equipment necessary for site clearing and grubbing, stripping, preparation of foundation materials for receiving fill, excavation, processing, placement and compaction of fill and backfill materials to the lines and grades shown on the project grading plans, and disposal of excess materials.

PERFORMANCE: The Contractor shall be responsible for the satisfactory completion of all earthwork in accordance with the project plans and specifications. This work shall be inspected and tested by a representative of Krazan and Associates, Inc., hereinafter known as the Soils Engineer and/or Testing Agency. Attainment of design grades when achieved shall be certified by the project Civil Engineer. Both the Soils Engineer and the Civil Engineer are the Owner's representatives. If the Contractor should fail to meet the technical or design requirements embodied in this document and on the applicable plans, he shall make the necessary readjustments until all work is deemed satisfactory as determined by both the Soils Engineer and the Civil Engineer. No deviation from these specifications shall be made except upon written approval of the Soils Engineer, Civil Engineer or project Architect.

No earthwork shall be performed without the physical presence or approval of the Soils Engineer. The Contractor shall notify the Soils Engineer at least 2 working days prior to the commencement of any aspect of the site earthwork.

The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the Contractor shall defend, indemnify and hold the Owner and the Engineers harmless from any and all liability, real or alleged, in connection with the performance of work on this project, except for liability arising from the sole negligence of the Owner or the Engineers.

TECHNICAL REQUIREMENTS: All compacted materials shall be densified to a density not less than 90 percent relative compaction based on ASTM Test Method D1557 or CAL-216, as specified in the technical portion of the Soil Engineer's report. The location and frequency of field density tests shall be as determined by the Soils Engineer. The results of these tests and compliance with these specifications shall be the basis upon which satisfactory completion of work will be judged by the Soils Engineer.

SOILS AND FOUNDATION CONDITIONS: The Contractor is presumed to have visited the site and to have familiarized himself with existing site conditions and the contents of the data presented in the soil report.

The Contractor shall make his own interpretation of the data contained in said report, and the Contractor shall not be relieved of liability under the Contract documents for any loss sustained as a result of any variance between conditions indicated by or deduced from said report and the actual conditions encountered during the progress of the work.

DUST CONTROL: The work includes dust control as required for the alleviation or prevention of any dust nuisance on or about the site or the borrow area, or off-site if caused by the Contractor's operation either during the performance of the earthwork or resulting from the conditions in which the Contractor leaves the site. The Contractor shall assume all liability, including court costs of codefendants, for all claims related to dust or windblown materials attributable to his work.

SITE PREPARATION

Site preparation shall consist of site clearing and grubbing and the preparations of foundation materials for receiving fill.

CLEARING AND GRUBBING: The Contractor shall accept the site in this present condition and shall demolish and/or remove from the area of designated project earthwork all structures, both surface and subsurface, trees, brush, roots, debris, organic matter, and all other matter determined by the Soils Engineer to be deleterious or otherwise unsuitable. Such materials shall become the property of the Contractor and shall be removed from the site.

Tree root systems in proposed building areas should be removed to a minimum depth of 3 feet and to such an extent which would permit removal of all roots larger than 1 inch. Tree roots removed in parking areas may be limited to the upper 1½ feet of the ground surface. Backfill of tree root excavations should not be permitted until all exposed surfaces have been inspected and the Soils Engineer is present for the proper control of backfill placement and compaction. Burning in areas which are to receive fill materials shall not be permitted.

SUBGRADE PREPARATION: Surfaces to receive Engineered Fill, building or slab loads shall be prepared as outlined above, excavated/scarified to a depth of 12 inches, moisture-conditioned as necessary, and compacted to 90 percent relative compaction.

Loose soil areas, areas of uncertified fill, and/or areas of disturbed soils shall be moisture-conditioned as necessary and recompacted to 90 percent relative compaction. All ruts, hummocks, or other uneven surface features shall be removed by surface grading prior to placement of any fill materials. All areas which are to receive fill materials shall be approved by the Soils Engineer prior to the placement of any of the fill material.

EXCAVATION: All excavation shall be accomplished to the tolerance normally defined by the Civil Engineer as shown on the project grading plans. All over-excavation below the grades specified shall be backfilled at the Contractor's expense and shall be compacted in accordance with the applicable technical requirements.

FILL AND BACKFILL MATERIAL: No material shall be moved or compacted without the presence of the Soils Engineer. Material from the required site excavation may be utilized for construction site fills provided prior approval is given by the Soils Engineer. All materials utilized for constructing site fills shall be free from vegetation or other deleterious matter as determined by the Soils Engineer.

PLACEMENT, SPREADING AND COMPACTION: The placement and spreading of approved fill materials and the processing and compaction of approved fill and native materials shall be the responsibility of the Contractor. However, compaction of fill materials by flooding, ponding, or jetting shall not be permitted unless specifically approved by local code, as well as the Soils Engineer.

Both cut and fill areas shall be surface-compacted to the satisfaction of the Soils Engineer prior to final acceptance.

SEASONAL LIMITS: No fill material shall be placed, spread, or rolled while it is frozen or thawing or during unfavorable wet weather conditions. When the work is interrupted by heavy rains, fill operations shall not be resumed until the Soils Engineer indicates that the moisture content and density of previously placed fill are as specified.

APPENDIX C

PAVEMENT SPECIFICATIONS

1. DEFINITIONS - The term "pavement" shall include asphaltic concrete surfacing, untreated aggregate base, and aggregate subbase. The term "subgrade" is that portion of the area on which surfacing, base, or subbase is to be placed.

The term "Standard Specifications": hereinafter referred to is the 2010 Standard Specifications of the State of California, Department of Transportation, and the "Materials Manual" is the Materials Manual of Testing and Control Procedures, State of California, Department of Public Works, Division of Highways. The term "relative compaction" refers to the field density expressed as a percentage of the maximum laboratory density as defined in the applicable tests outlined in the Materials Manual.

2. SCOPE OF WORK - This portion of the work shall include all labor, materials, tools, and equipment necessary for, and reasonably incidental to the completion of the pavement shown on the plans and as herein specified, except work specifically noted as "Work Not Included."

3. PREPARATION OF THE SUBGRADE - The Contractor shall prepare the surface of the various subgrades receiving subsequent pavement courses to the lines, grades, and dimensions given on the plans. The upper 12 inches of the soil subgrade beneath the pavement section shall be compacted to a minimum relative compaction of 90 percent. The finished subgrades shall be tested and approved by the Soils Engineer prior to the placement of additional pavement courses.

4. UNTREATED AGGREGATE BASE - The aggregate base material shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate base material shall conform to the requirements of Section 26 of the Standard Specifications for Class 2 material, 1½ inches maximum size. The aggregate base material shall be spread and compacted in accordance with Section 26 of the Standard Specifications. The aggregate base material shall be spread in layers not exceeding 6 inches and each layer of aggregate material course shall be tested and approved by the Soils Engineer prior to the placement of successive layers. The aggregate base material shall be compacted to a minimum relative compaction of 95 percent.

5. AGGREGATE SUBBASE - The aggregate subbase shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate subbase material shall conform to the requirements of Section 25 of the Standard Specifications for Class 2 material. The aggregate subbase material shall be compacted to a minimum relative compaction of 95 percent, and it shall be spread and compacted in accordance with Section 25 of the Standard Specifications. Each layer of aggregate subbase shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

6. ASPHALTIC CONCRETE SURFACING - Asphaltic concrete surfacing shall consist of a mixture of mineral aggregate and paving grade asphalt, mixed at a central mixing plant and spread and compacted on a prepared base in conformity with the lines, grades and dimensions shown on the plans. The viscosity grade of the asphalt shall be PG 64-10. The mineral aggregate shall be Type B, ½ inch maximum size, medium grading and shall conform to the requirements set forth in Section 39 of the Standard Specifications. The drying, proportioning and mixing of the materials shall conform to Section 39.

The prime coat, spreading and compacting equipment and spreading and compacting mixture shall conform to the applicable chapters of Section 39, with the exception that no surface course shall be placed when the atmospheric temperature is below 50° F. The surfacing shall be rolled with a combination of steel wheel and pneumatic rollers, as described in Section 39-6. The surface course shall be placed with an approved self-propelled mechanical spreading and finishing machine.

7. FOG SEAL COAT - The fog seal (mixing type asphaltic emulsion) shall conform to and be applied in accordance with the requirements of Section 37.

APPENDIX D

PHASE I ENVIRONMENTAL SITE ASSESSMENT

March 3, 2022 Project No. 034-22008

Ms. Brenda Ramirez
Central Valley Engineering & Surveying, Inc.
2511 Logan Street
Selma, California 93622
bramirez@cveas.com

RE: Phase I Environmental Site Assessment
Proposed C-Store, Gas Station & Car Wash
1625 Buchanan Road
APN 088-030-021
Pittsburg, California 94565

Dear Ms. Ramirez:

Krazan & Associates, Inc., (Krazan) completed a Phase I Environmental Site Assessment at the referenced site, summarized in a report dated February 28, 2022. We appreciate the opportunity to serve your environmental due diligence needs. During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-13. However, the following potential areas of concern (PAOCs), ASTM non-scope issues, and housekeeping issues were identified in connection with the subject site:

PAOCs

- Krazan's review of title company records and historical aerial photographs indicates that the structure located in the southeastern portion of the subject site was originally constructed in 1970 and the excavated area located in the central-northern portion of the subject site was present by at least 1972 suggesting that a former bulk rock/landscape materials and nursery business likely was operating on site in 1972. Mr. Shashi Sharma, a representative of the owner of the subject site familiar with the subject site for the past six years, and Mr. Andreas Cisneros, the occupant of the subject site for the past 10 years, indicated that they were unaware of underground storage tanks (USTs) being located at the subject site and no records of USTs for the subject site are on file with the local regulatory agencies. However, given the original development of the subject site in 1970 prior to the advent of the existing local environmental agencies that provide oversight for the installation and removal of USTs, coupled with the routine use of dump trucks and other equipment utilized for handling and transporting bulk rock/landscape materials, the potential exists for fuel USTs to have been installed on the subject site. Krazan's experience with agricultural and commercial properties has shown that it is not uncommon for property owners/operators to install USTs for their convenience, especially in the vicinity of structures, which are undocumented and whose presence would remain unknown in spite of the standard data research conducted in the course of this Phase I ESA. It is therefore possible that subsurface features such as unregistered

USTs may exist in the vicinity of the on-site structures which remain unknown based upon the absence of any regulatory, municipality, interview data, or other evidence indicating their presence or location. Consequently, despite an absence of data suggesting their presence, the presence or absence of USTs associated with the subject site prior to the current owner and occupant of the subject site is unknown.

During the planned redevelopment of the subject site, if a UST or associated piping is encountered, Krazan should be contacted for a supplemental assessment.

- During Krazan's February 17, 2022 site reconnaissance, remnants of a former on-site nursery and bulk rock/landscaping materials facility were observed in an excavated area located the central-northern portion of the subject site, including discarded plastic plant pots on the southern embankment and wood pallets and a portion of former bulk rock/landscape materials storage bins in the base of the depression. Additionally, apparent landscape maintenance debris, concrete utility pipe, concrete debris, wood debris, trash, and a soil mound containing concrete debris were observed in this area of the subject site and/or within the vacant land located adjacent to the west and southwest of the excavation. Some of the materials/debris observed in the central portion of the subject site appeared to be consistent with demolition debris from former on-site bulk materials storage bins. However, other debris piles in this area of the subject site, as well as some in the southwestern portion of the subject site, may be the result of illegal dumping. No hazardous materials were observed in association with the various debris piles; however, the materials within the central portion of the larger debris piles were not visible. Furthermore, no odors, surface staining, stressed vegetation, or other obvious evidence of the presence of hazardous materials was noted in association with the debris/discarded materials; however, the ground surface beneath many of the debris piles was not visible. Additionally, it should be noted that a significant part of the central and western portions of the subject site were covered with dense vegetation one to three feet in height and it is possible that additional debris is present in these portions of the subject site which was not visible at the time of the site reconnaissance. Consequently, given these considerations and the presence of unpaved roads immediately proximate to many of these debris piles, the potential exists that some of this debris was illegally dumped thereby increasing the risk that hazardous materials may be present.

  If these materials are removed from the subject site in connection with the planned redevelopment of the subject site and hazardous materials containers, or odors/surface staining/soil discoloration indicative of the presence of hazardous materials, are noted at the time of removal, Krazan should be contacted for a supplemental assessment.

Housekeeping Issues

- During Krazan's February 17, 2022 site reconnaissance, a 55-gallon steel drum of unknown content was observed resting on unpaved ground in the eastern portion of the subject site approximately 150 feet to the northeast of the building. No odors, surface staining, stressed vegetation or other evidence of a release of hazardous materials was noted in association with this drum. Mr. Cisneros stated that he was not aware of the presence or origin of the drum. Mr. Cisneros stated that prior to initiation of the planned redevelopment of the subject site he will have all of the materials associated with his business removed from the subject site leaving the building and surrounding exterior storage areas empty. Mr. Cisneros stated that he will have this drum removed from the subject site and the contents properly disposed/recycled.

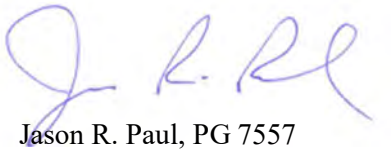
Krazan recommends confirmation of the removal and proper off-site disposal of this 55-gallon drum of unknown content.

ASTM Non-scope Issues

- The structure located on the subject site was reportedly originally constructed in 1970. It is unknown if the on-site structure contains asbestos-containing materials (ACMs) or lead-based paint (LBP). An asbestos and/or lead-based paint survey and sampling of the on-site structure were not included within the scope of this assessment. However, based on the date of construction, ACMs and LBP may be present at the subject site. Prior to the disturbance of any of the suspect ACMs or LBP at this facility via renovation or demolition, a comprehensive asbestos and LBP survey designed to determine if the suspect ACM and LBP are regulated materials is recommended. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted.

If you have any questions regarding the information presented in this report, please call me at (559) 348-2200.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.



Jason R. Paul, PG 7557
Environmental Regional Manager

JRP/mlt

PHASE I ENVIRONMENTAL SITE ASSESSMENT

PROPOSED C-STORE, GAS STATION & CAR WASH PROPERTY
1625 BUCHANAN ROAD
APN 088-030-021
PITTSBURG, CALIFORNIA 94565

Pursuant to ASTM E 1527-13

Project No. 034-22008
March 3, 2022

Prepared for:
Ms. Brenda Ramirez
Central Valley Engineering & Surveying, Inc.
2511 Logan Street
Selma, California 93622
(559) 891-8811

Prepared by:
Krazan & Associates, Inc.
215 West Dakota Avenue
Clovis, California 93612
(559) 348-2200

Krazan & ASSOCIATES, INC.
SITE DEVELOPMENT ENGINEERS

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1.0 EXECUTIVE SUMMARY

Krazan & Associates, Inc. (Krazan) has conducted a Phase I Environmental Site Assessment (ESA) of the Proposed C-Store, Gas Station & Car Wash property associated with Contra Costa County Assessor's Parcel Number (APN) 088-030-021 located at 1625 Buchanan Road in Pittsburg, California 94565 (subject site). It is incumbent upon the user to read this Phase I ESA report in its entirety. If not otherwise defined within the text of this report, please refer to the Glossary of Terms Section following the References Section for definitions of terms and acronyms utilized within this Phase I ESA report. Krazan conducted the Phase I ESA of the subject site in conformance with the American Society for Testing and Materials (ASTM) E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* This Phase I ESA constitutes all appropriate inquiry (AAI) designed to identify recognized environmental conditions (RECs) in connection with the previous ownership and uses of the subject site as defined by ASTM E 1527-13.

ASTM E 1527-13 Section 1.1.1 *Recognized Environmental Conditions* – In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.

Krazan's findings of this Phase I ESA revealed no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-13. However, the following potential areas of concern (PAOCs), ASTM non-scope issues, and housekeeping issues were identified in connection with the subject site:

PAOCs

- The potential presence of an unregistered underground storage tank (UST) located on the subject site associated with a historical bulk rock and landscape materials supply business located on site from approximately 1970 to 2010.
- The potential presence of hazardous materials associated with piles of debris and discarded materials located in the central-northern and western portions of the subject site, some of which may be the result of illegal dumping.

Housekeeping Issues/Inaccessibility Data Gap

- During Krazan's February 17, 2022 site reconnaissance, a 55-gallon steel drum of unknown content was observed resting on unpaved ground in the eastern portion of the subject site approximately 150 feet to the northeast of the building. The content of the drum should be characterized and the drum should be transported off-site for proper recycling/disposal by a licensed contractor as soon as possible.

ASTM Non-scope Issues

- The structure located in the southeastern portion of the subject site was reportedly constructed in 1970. It is unknown if the on-site structures contain asbestos-containing materials (ACMs) or lead-based paint (LBP). However, based on the date of construction, asbestos-containing materials and/or lead based paint may be present at the subject site.

Please refer to Section 8.0 Conclusions/Opinions for a discussion of the findings included in this summary.

2.0 PURPOSE AND SCOPE OF ASSESSMENT

2.1 Purpose

According to ASTM E 1527-13, the purpose of this practice is to define good commercial and customary practice in the United States of America for conducting an *environmental site assessment* of a parcel of *commercial real estate* with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) and *petroleum products.* As such, this practice is intended to permit a *user* to satisfy one of the requirements to qualify for the *innocent landowner, contiguous property owner,* or *bona fide prospective purchaser* limitation on CERCLA liability (hereinafter, the *landowner liability protections,* or *LLPs*): that is, the practice that constitutes *all appropriate inquiries* into the previous ownership and uses of the *property* consistent with good commercial and customary practice as defined at 42 U.S.C. §9601(35)(B).

2.2 Scope of Work

The Phase I ESA includes the following scope of work: a) a site reconnaissance of existing on-site conditions and observations of adjacent property uses, b) a review of user-provided documents, c) a review of historical aerial photographs, a review of pertinent building permit records, cross-reference directories, historical Sanborn Fire Insurance Maps (SFIMs), and interview(s) with person(s) knowledgeable of the previous and current ownership and uses of the subject site, d) a review of local regulatory agency records, and e) a review of local, state, and federal regulatory agency lists compiled by Environmental Data Resources, Inc. (EDR). The scope of work for this Phase I ESA conforms to ASTM E 1527-13. Krazan

was provided written authorization to conduct the Phase I ESA by Mr. Shashi Sharma with Central Valley Engineering & Surveying on January 21, 2022, in Krazan's January 21, 2022 Proposal/Cost Estimate No. P22-055.

3.0 SITE DESCRIPTION

The subject site is located northeast of Buchanan Road and Ventura Drive in the City of Pittsburg, Contra Costa County, California. The subject site consists of one irregular-shaped parcel measuring approximately five acres with the associated Contra Costa County Assessor's Parcel Number of 088-030-021. The subject site is currently developed with a commercial building with a structural footprint of 2,800 square feet which is occupied by Ricky's Cutting Edge, a lawn mower and small motor repair business. The subject site is associated with an address of 1625 Buchanan Road. The existing subject site development was reportedly originally constructed in 1970. The remainder of the eastern portion of the subject site is developed with an excavated exterior materials storage area, a high-voltage electrical transmission tower equipped with cellular communications antennae, and paved parking areas, driveways, and walkways. The western portion of the subject site is primarily vacant land. The subject site appears to have been occupied by a plant nursery and bulk rock and landscape materials supply businesses from 1970 until approximately 2010. Ricky's Cutting Edge reportedly has occupied the subject site for the past 10 years. The subject site appears to have been dry farmed land or vacant land from at least 1937 until 1970.

General property information and property use are summarized in the following table. Refer to Figures No. 1 – 3 following the Reference Section.

Subject Site Information Summary

Current Owner:	LMK Petro Inc; Harpeet & Neha
Assessor's Parcel Number:	088-030-021
Address:	1625 Buchanan Road Pittsburg, California 94565
Historical Address*:	None Identified
General Location:	Northeast of Buchanan Road and Ventura Drive
Acreage:	5.0 (approximately)
Existing Use:	Commercial – Lawn Mower Repair Shop
Number of Buildings:	One
Original Construction Date:	1970
Proposed Use:	Commercial – Convenience Store, Gasoline Station & Car Wash
Topographic Map:	U.S. Geological Survey, 7.5-minute Antioch South, California topographic quadrangle map, dated 1980
Topographic Map Location:	Southeastern quarter of Section 21, Township 02 North, Range 01 East, Mount Diablo Baseline and Meridian
Latitude/Longitude:	37.998428° / –121.866456°

Subject Site Information Summary (continued)

Topography:	Relatively flat, approximately 100 feet above mean sea level
Approximate Depth to Groundwater:	60 to 65 feet below ground surface (bgs), State of California Regional Water Quality Control Board (RWQCB), Geotracker Database, vicinity environmental investigation site located approximately 1,150 feet to the west of the subject site
Regional Groundwater Flow Direction:	Northeast, RWQCB, Geotracker Database, vicinity environmental investigation site located 1,150 feet to the west of the subject site

3.1 Geology and Hydrogeology

The subject site is located on northern sloping foothills on the northern flank of Mount Diablo, the northern extension of the Diablo Range. The geologic units comprising the north flank of Mount Diablo include a variety of Tertiary Units, including the Wolfskill Formation. The Tertiary Units strike northwest and dip between 30 and 40 degrees to the northeast. Quaternary alluvium covers these units. Subsurface material in the area of the subject site consists of sandy clay and clayey sand from the surface to a depth of approximately 45 feet bgs. Silty sand is typically present at depths between 45 and 55 feet bgs, with saturated soils initially encountered at depth ranging from 60 to 65 feet bgs. Data obtained from an environmental investigation site located 1,150 feet to the west of the subject site indicates that groundwater in the area of the subject site is first encountered at a depth of approximately 60 to 65 feet bgs. Groundwater monitoring conducted at the above-referenced site indicates that the groundwater flow direction in the vicinity of the subject site is toward the northeast.

4.0 SITE RECONNAISSANCE

A site reconnaissance, which included a visual observation of the subject site and surrounding properties, was conducted by Mr. Bill Vick, Krazan's Environmental Professional, on February 17, 2022. Mr. Andres Cisneros, the subject site occupant, accompanied Krazan's Environmental Professional during a portion of the site reconnaissance. The objective of the site reconnaissance is to obtain information to assist in assessment of the likelihood of the presence of recognized environmental conditions, including hazardous substances and petroleum products, in connection with the property (including soils, surface waters, and groundwater).

4.1 Observations

The following table summarizes conditions encountered during our site reconnaissance. A discussion of observed conditions is presented following the table. Refer to the Site Map (Figure No. 2) and color photographs following the text for the locations of items discussed in this section of the report.

Summary of Site Reconnaissance

Feature	Observed	Not Observed
Structures (existing)	X	
Evidence of Past Uses (foundations, debris)	X	
Hazardous Substances and/or Petroleum Products (including containers)	X	
Aboveground Storage Tanks (ASTs)		X
Underground Storage Tanks (USTs) or Evidence of USTs		X
Evidence of Underground Pipelines		X
Strong, Pungent, or Noxious Odors		X
Pools of Liquid Likely to be Hazardous Materials or Petroleum Products		X
Drums	X	
Unidentified Substance Containers	X	
Potential Polychlorinated Biphenyl (PCB)-Containing Equipment		X
Subsurface Hydraulic Equipment		X
Heating/Ventilation/Air conditioning (HVAC)		X
Stains or Corrosion on Floors, Walls, or Ceilings	X	
Floor Drains, Sumps, or Oil/Water Clarifiers		X
Storm Drains	X	
Pits, Ponds, or Lagoons		X
Stained Soil and/or Pavement	X	
Soil/Debris Piles	X	
Stressed Vegetation	X	
Waste or Wastewater (including stormwater) Discharges to Surface/ Surface Waters		X
Wells (irrigation, domestic, dry, injection, abandoned, monitoring wells)		X
Septic Systems		X

The subject site comprises approximately five acres of commercial property and vacant land with the associated Contra Costa County APN of 088-030-021.

- The subject site was observed to be occupied by a commercial building, two high-voltage electrical transmission towers equipped with cellular communications antennae and equipment enclosures, asphalt-paved parking areas/driveways, a former bulk rock and landscape materials storage area, and vacant land (See Photographs No. 1 - No. 9). The on-site commercial building was observed to be associated with a subject site address of 1625 Buchanan Road. The commercial building, with a structural footprint of approximately 2,800 square feet, was observed to be constructed of slump stone and wood frame on a concrete slab-on-grade foundation.

- At the time of Krazan's February 17, 2022 site reconnaissance, the on-site building was observed to be occupied by Ricky's Cutting Edge, a lawn mower and small motor repair business. The eastern portion of the building was observed to include an office/customer service area, a shop area, and new and used parts storage areas (See Photographs No. 10 – No. 13). The western portion of the building was observed to be utilized for storage of equipment, parts, and personal property (See Photograph No. 14), with the central portion of the building an open-ended canopy. The interior of the on-site building, the exterior area adjacent to the north of the building, and the exterior area adjacent to the east of the building were observed to be cluttered with used lawn mowers, chains saws, line trimmers, and/or leaf blowers, as well as used parts (See Photographs No. 13 – No. 16). Although these areas were cluttered with stored materials, housekeeping conditions related to hazardous materials impacts were generally good. Within the visible portions of the underlying building foundation and asphalt pavement only light surface staining which appeared to be lubricant-related was observed (See Photographs No. 13, No. 16, and No. 18). Mr. Cisneros stated

that he has occupied the subject site for 10 years and during that time there has not been a significant fuel or motor oil spill. No floor drains were observed within the visible portions of the building foundation and Mr. Cisneros stated that none are present.

- Several 4.5-gallon containers of compressed propane were observed in the western portion of the building, and several cans of spray lubricant, several quart-size containers of motor oil, and two partially filled five-gallon containers of gasoline were observed within the eastern portion of on-site building (See Photograph No. 17). Given the density of stored materials, small quantities of other maintenance materials may be located on site which were not visible at the time of the site reconnaissance; however, Mr. Cisneros stated that any such materials located on site would not be present in containers of five gallon or greater capacity other than the waste oil discussed below. No evidence of an environmental concern was noted in association with the above-referenced hazardous materials observed.

- A five-gallon container of waste oil and a shop rag container were observed in an asphalt-paved covered exterior area located adjacent to the north of the building (See Photograph No. 18). Light surface staining was observed adjacent to the waste oil and rag containers. Mr. Cisneros stated that very little waste oil is generated by his small motor repair business, estimating the volume of waste oil generated to be less than 10 gallons per quarter, and he indicated that waste fuel is not generated on site. Mr. Cisneros stated that he transports waste oil to Bailey's Rentals where he pays to have the waste oil recycled. Mr. Cisneros stated that other than waste motor oil, no hazardous waste is generated on the subject site. Mr. Cisneros stated that the waste mower frames, waste metal parts, and all other scrap metal generated by his business is picked up every two weeks for recycle by a contractor.

- A 55-gallon steel drum of unknown content was observed in the eastern portion of the subject site approximately 150 feet to the northeast of the building (See Photograph No. 19). No odors, surface staining, stressed vegetation or other evidence of a release of hazardous materials was noted in association with this drum. Mr. Cisneros stated that he was not aware of the presence or origin of the drum. Mr. Cisneros opened a cap on the drum and indicated that he believed it to contain waste oil. Mr. Cisneros stated that prior to initiation of the planned redevelopment of the subject site he will have all of the materials associated with his business removed from the subject site leaving the building and surrounding exterior storage areas empty. Mr. Cisneros stated that he will have this drum removed from the subject site and properly disposed/recycled.

- An air compressor was observed in an enclosure adjacent to the east of the on-site building. Light surface staining consistent with compressor oil was observed on the asphalt pavement beneath the air compressor. No evidence of environmental concerns was noted in association with the air compressor.

- Remnants of a former on-site nursery/landscape materials facility were observed in an excavated area located the central-northern portion of the subject site, including discarded plastic plant pots on the southern embankment and wood pallets and a portion of former rock/landscape materials storage bins in the base of the depression (See Photographs No. 20 and No. 21). Additionally, apparent landscape maintenance debris, concrete utility pipe, concrete debris, wood debris, trash and/or a soil mound with concrete debris were observed in this area of the subject site as well as within the vacant land located to the west and southwest of the excavation (See Photographs No. 22 – No. 28). Some of the material/debris observed in the central portion of the subject site appeared to be consistent with demolition debris from former on-site bulk materials storage bins. However, other debris piles in this area of the subject site, as well as some in the southwestern portion of the subject site, may be the result of illegal dumping. No hazardous materials were observed in association with the various debris piles, however, the materials within the central portion of the larger debris piles were not visible. No odors, surface staining, stressed vegetation,

or other obvious evidence of the presence of hazardous materials was noted in association with the debris/discarded materials; however, the ground surface beneath some of the debris piles was not visible. Additionally, it should be noted that a significant part of the central and western portions of the subject site were covered with dense vegetation one to three feet in height and it is possible that additional debris is present in these portions of the subject site which was not visible at the time of the site reconnaissance.

- Discolored and stressed vegetation consistent with the application of herbicide was observed proximate to the on-site structures and roadways, along the perimeter of the excavated area, and in the central-western portion of the subject site (See Photographs No. 28 and No. 29). The apparent application of herbicide under the conditions observed at the time of the site reconnaissance does not represent an environmental concern relative to the potential for an adverse impact to the subsurface of the subject site.

- East-west trending high-voltage electrical transmission lines were observed in the southern portion of the subject site and associated towers were observed in the central and western portions of the subject site. Cellular communications antennae were observed on both towers and antenna equipment enclosures were associated with both towers (See Photographs No. 5 and No.6). The equipment enclosures were locked an inaccessible at the time of the site reconnaissance. Signage of one of the equipment enclosures indicated the presence of diesel fuel, presumed to be associated with an emergency power generator. No evidence of environmental concerns was noted in association with the towers or equipment enclosures. Please refer to Section 6.4 of this report for a discussion of regulatory records associated with the on-site cellular communication equipment.

- Stormwater drains were observed within the paved parking areas/driveways located in the southern portion of the subject site, including the asphalt-paved area located to the east and southeast of the building historically occupied by a potted plant nursery (See Photograph No. 30). Mr. Cisneros stated that the on-site stormwater drains are connected to a municipal collection system. No odors, surface staining, or other evidence of the disposal of hazardous materials or hazardous waste was observed adjacent to the on-site stormwater drains.

- During the visual observations of the subject site, exposed surface soils did not exhibit obvious signs of discoloration. No obvious evidence (vent pipes, fill pipes, dispensers, etc.) of USTs was noted within the areas observed. No standing water was observed on the subject site.

- No pole- or pad-mounted electrical transformers were observed on the subject site.

4.2 Utilities

Based on Krazan's research, the following companies/municipalities currently provide utility services to the subject site:

Municipal Service / Utility Providers

Service / Utility	Provider
Electricity	Pacific Gas & Electric (PG&E)
Natural Gas	PG&E
Potable Water	City of Pittsburg
Sanitary Sewer	City of Pittsburg

Water / Wells

The municipal potable water purveyor for the subject site is the City of Pittsburg. The City of Pittsburg's water quality monitoring is an on-going program with water samples obtained on a regular basis. It is the responsibility of the City of Pittsburg to provide customers with potable water in compliance with the California State Maximum Contaminant Levels (MCLs) for primary drinking water constituents in water supplied to the public. The City of Pittsburg's 2020 Water Quality Report posted on the City of Pittsburg's website indicates that water provided by the City of Pittsburg is in compliance with the California State Maximum Contaminant Levels (MCLs) for primary drinking water.

Sewer / Septic Systems

The municipal sewer service provider to the subject site is the City of Pittsburg Water Department. According to Mr. Shashi Sharma, a representative the owner of the subject site, no septic systems are located on the subject site.

4.3 Adjacent Streets and Property Usage

The following table summarizes the current adjacent roads and adjacent property uses observed during the site reconnaissance.

Adjacent Streets and Property Use

Direction	Adjacent Street	Adjacent Property Use
North	Norine Drive	Residential Irrigation canal and vacant land
South	Buchanan Road	Residential Park and recreation fields
East	None	Vacant land, beyond which are an irrigation canal and residences
West	Ventura Drive	Residential

Based on the observed uses of the properties located immediately adjacent to the subject site, it is unlikely that significant quantities of hazardous materials are stored at the immediately adjacent properties.

4.4 ASTM Non-Scope Considerations

According to ASTM E 1527-13, environmental issues or conditions that are outside the scope of the Phase I ESA practice (non-scope considerations) are sometimes evident at assessed properties. Some substances may be present at those properties in quantities and under conditions that may lead to contamination of the assessed parcel or of nearby properties but are not included in CERCLA's definition of hazardous substances (42 U.S.C. §9601[14]). ASTM non-scope considerations are discussed below.

Asbestos-Containing Materials

Asbestos is a group of naturally occurring mineral fibers that have been used commonly in a variety of building construction materials for insulation and as a fire-retardant. Because of its fiber strength and heat resistant properties, asbestos has been used for a wide range of manufactured goods, mostly in building materials, vehicle brakes, and heat-resistant fabrics, packaging, gaskets, and coatings. When asbestos-containing materials (ACMs) are damaged or disturbed by repair, remodeling, or demolition activities, microscopic asbestos fibers may become airborne and can be inhaled into the lungs, where they can cause significant health problems.

The structure located on the subject site was originally constructed in approximately 1970. It is unknown if the on-site structure contains ACMs. An asbestos survey and sampling of the on-site structure was not included within the scope of this assessment. However, based on the date of construction, ACMs may be present at the subject site. Prior to the disturbance of any of the suspect ACMs at this facility via demolition, a comprehensive asbestos survey designed to determine if the suspect ACM is a regulated material is recommended. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted.

Lead-Based Paint

Although lead-based paint (LBP) was banned in 1978, many buildings constructed prior to 1978 have paint that contains lead. Lead from paint, chips, and dust can pose serious health hazards if not addressed properly.

The structure located on the subject site was originally constructed in approximately 1970. It is unknown if the on-site structure contains LBP. A lead-based paint survey and sampling of the on-site structure was not included within the scope of this assessment. However, based on the date of construction, LBP may be present at the subject site. Prior to the disturbance of any of the suspect LBP at this facility via demolition, a comprehensive LBP survey designed to determine if the suspect LBP is a regulated material is recommended. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted.

Radon

Radon is a radioactive gas that is found in certain geologic environments and is formed by the natural breakdown of radium, which is found in the earth's crust. A radon survey was not included within the scope of this investigation; however, the State of California Department of Public Health (CDPH) maintains a statewide database of radon results in designated geographic areas. Radon detection devices are placed

in homes throughout the study region to determine geographic regions with elevated radon concentrations. The U.S. EPA has set the safety standard for radon gas in homes to be 4.0 pico Curies per liter (pCi/L).

The US EPA has prepared a map to assist National, State and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action Limit of 4.0 pCi/L. It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures. Review of the EPA Map of Radon Zones places the Property in Zone 2, where average predicted radon levels are between 2.0 and 4.0 pCi/L. Therefore, the available data suggests that the potential for radon to adversely impact the subject site appears to be low.

Environmental Non-Compliance Issues

No obvious material environmental non-compliance issues were identified in connection with the subject site in the process of preparing this report.

Activity and Use Limitations

No environmental activity and use limitations were identified in connection with the subject site in the process of preparing this report.

Wetlands

As defined by the U.S. EPA and the Department of Army, Corps of Engineers, wetlands are "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Jurisdictional wetlands are regulated under Section 404 of the Clean Water Act (1972, 1977, and 1987, and also the 1985 and 1990 Farm Bills), and are important for protection of aquatic waterfowl and species, water purification, and flood control. According to current Corps of Engineers information, three basic criteria are currently used to define wetlands:

- Wetland hydrology - areas exhibiting surface or near-surface saturation or inundation at some point in time (greater than 12.5 percent of growing season defined on basis of frost-free days) during an average rainfall year.
- Hydrophilic vegetation - frequency of occurrence of wetland indicator plants (plant life growing in water, soil, or substrate that is periodically deficient in oxygen as a result of excessive water content).

- Hydric soil - landscape patterns identified by saturation, flooding, or ponding long enough during the growing season (generally seven days) which develop characteristic color changes in the upper part of the soil as a result of anaerobic conditions.

Based on Krazan's reconnaissance of the subject site, evidence was not apparent to suggest that the site contained a wetland. Furthermore, according to the U. S. Fish & Wildlife Service (USFWS) National Wetlands Inventory available via the USFWS Internet website, the subject site does not contain a designated wetland. Therefore, at this time, regulations pertaining to wetlands do not appear to impact the subject site.

5.0 USER-PROVIDED INFORMATION

A review of user-provided information was conducted in order to help identify pertinent information regarding potential environmental impacts associated with the subject site.

5.1 Title Report and Environmental Lien Search

A Title Report or Environmental Lien Search was not prepared by, or provided to Krazan during the course of this assessment. The absence of a Title Report and Environmental Lien Search represents a data gap.

5.2 Phase I Environmental Site Assessment User Questionnaire

In order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the *Brownfields Amendments*), the *user* must provide the following information (if available) to the *environmental professional*. Failure to provide this information could result in a determination that *all appropriate inquiry* is not complete. The user is asked to provide information or knowledge of the following:

1. Environmental cleanup liens that are filed or recorded against the site.
2. Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry.
3. Specialized knowledge or experience of the person seeking to qualify for the LLPs.
4. Relationship of the purchase price to the fair market value of the *property* if it were not contaminated.
5. Commonly known or *reasonably ascertainable* information about the *property*.

6. The degree of obviousness of the presence or likely presence of contamination at the *property*, and the ability to detect the contamination by appropriate investigation.

7. The reason for preparation of this Phase I ESA.

On January 31, 2022, a completed Phase I ESA user questionnaire was received from Ms. Brenda Ramirez with Central Valley Engineering & Surveying, Krazan's client and one of the Phase I ESA users. Please refer to Appendix A for a copy of the completed Phase I ESA user questionnaire.

According to the questionnaire responses, Ms. Ramirez, to the best of her knowledge as the user of this Phase I ESA, was not aware of any environmental cleanup liens and activity or land use limitations which have been filed or recorded against the subject site; and Ms. Ramirez has no specialized knowledge or experience of the prior nature of the business or chemical utilization on the subject site. Ms. Ramirez indicated that the subject site was vacant land historically. Ms. Ramirez indicated that she did not have knowledge of the past or current presence of specific chemicals or hazardous materials, unauthorized spills or chemical releases or of any environmental cleanups in connection with the subject site. Ms. Ramirez indicated that she is not aware of any obvious indications pointing to the presence or likely presence of contamination of the subject property. Ms. Ramirez stated that the purchase price of the subject site reasonably reflects fair market value. Additionally, Ms. Ramirez indicated that the reason for preparation of this Phase I ESA is related to a proposed development and City of Pittsburg requirements.

6.0 SITE USAGE SURVEY

The property usage survey included assessing property history, and reviewing local, state, and federal regulatory agency records.

6.1 Site History

A review of historical aerial photographs, historical USGS topographic quadrangle maps, City of Pittsburg Community Development Department records, and reasonably ascertainable cross-reference directories, a search for Sanborn Fire Insurance Maps (SFIMs), and a Phase I ESA interview were utilized to assess the history of the subject site.

Previous Environmental Assessment

No previous environmental assessments of the subject site were provided to Krazan for review during the course of this assessment.

Aerial Photograph Interpretation

Historical aerial photographs dated 1937, 1939, 1949, 1950, 1958, 1963, 1966, 1972, 1979, 1982, 1984, 1993, 1998, 2006, 2009, 2012 and 2016 were reviewed to assess the history of the subject site. These photographs were obtained from Environmental Data Resources, Inc. (EDR) and via the internet at Google Earth™. The aerial photograph summary is provided in the following table. Please refer to Appendix B for a copy of the Historical Aerial Photographs.

Summary of Aerial Photograph Review

Year/Scale	Site Use	Site and Adjacent Property Observation
1937 1" = 500'	Agricultural\ (Dry Farming)	The subject site appears to be utilized for agricultural purposes (dry farming). No structures are visible on the subject site. The northern, eastern and western adjacent properties appear to be utilized for dry farming. The southern adjacent property appears to be vacant land. An apparent crude oil tank farm comprised of large aboveground storage tanks with surrounding berms is visible approximately 200 feet to the southeast of the subject site. Other than the crude oil tanks, no structures are visible proximate to the subject site.
1939 1" = 500'	Agricultural\ (Dry Farming)	The majority of the subject site appears to be utilized for agricultural purposes (dry farming). The eastern portion of the subject site appears to be vacant land. No structures are visible on the subject site. A linear strip of vacant land is visible adjacent to the north of the subject site, beyond which is agricultural land. Conditions on the southern and western adjacent properties appear similar to those noted in the 1937 aerial photograph. The eastern adjacent property appears to be vacant land, beyond which is agricultural land.
1949 1" = 500'	Agricultural\ (Dry Farming)	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1939 aerial photograph except: 1) the existing high-voltage electrical transmission tower have been installed in the eastern and western portions of the subject site and on the eastern and western adjacent properties, 2) irrigation canals are visible on the northwestern and eastern adjacent properties which appear to connect via an underground run on the northeastern adjacent property, and 3) the southern adjacent property appears to be vacant land being utilized as pasture. Additionally, what appears to be military housing has been developed to the northwest of the subject site.
1950 1" = 500'	Agricultural\ (Dry Farming)	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1949 aerial photograph.
1958 1" = 500'	Vacant Land	The subject site appears to be vacant land with no visible on-site structures. Conditions on the adjacent properties appear similar to those noted in the 1950 aerial photograph except: 1) the northern, eastern, and western adjacent properties do not appear to be cultivated, and 2) structures have been developed 350 feet to the west of the subject site.
1963, 1966 1" = 500'	Vacant Land	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1958 aerial photograph.

Summary of Aerial Photograph Review (continued)

Year/Scale	Site Use	Site and Adjacent Property Observation
1972 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	The eastern portion of the subject site adjacent to Buchanan Road appears to be occupied by two commercial-type buildings and an exterior area consistent with a plant nursery. The central and central-northern portions of the subject site appear to have been excavated and graded and are in use as an exterior storage area consistent with a bulk rock yard which extends onto the northern adjacent property. The remainder of the subject site appears to be vacant land. Conditions on the adjacent properties appear similar to those noted in the 1966 aerial photograph except: 1) a portion of the northern adjacent property is being utilized for storage, and 2) residential subdivisions are being and/or have been developed to the north and west of the subject site.
1979 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1972 aerial photograph except: 1) a residential subdivision has been developed on the northeastern adjacent property, and 2) additional single-family homes have been developed on the western adjacent property.
1982 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1979 aerial photograph except the exterior storage area located in the central and central-northern portions of the subject site which extends onto the northern adjacent property has been expanded, and 2) the aboveground storage tanks have been removed from the former crude oil tank farm located to the southeast of the subject site. The exterior storage area appears to contain bins of the type used for storage of bulk landscape gravel/rock. Mulch, and similar landscaping materials.
1984, 1993 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1982 aerial photograph.
1998 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1993 aerial photograph except the southern adjacent property appears to be rough graded.
2006 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 1998 aerial photograph.
2009 1" = 500'	Commercial Buildings(2)/ Plant Nursery/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 2006 aerial photograph except the southern adjacent property has been developed with recreation fields, a park, and a residential surface street.

Summary of Aerial Photograph Review (continued)

Year/Scale	Site Use	Site and Adjacent Property Observation
2012 1" = 500'	Commercial Buildings(2)/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 2009 aerial photograph except: 1) the plant nursery is no longer visible in the eastern portion of the subject site, and 2) single-family homes have been developed on the southern adjacent property.
2016 1" = 500'	Commercial Buildings(2)/ Exterior Storage	Conditions on the subject site and the adjacent properties appear similar to those noted in the 2012 aerial photograph except only remnants of the former exterior storage area are visible in the central and central-northern portions of the subject site.

Historical Topographic Maps

Historical topographic maps dated 1896, 1898, 1907, 1912, 1916, 1943, 1953, 1968, 1973, 1980, 2012, 2015, and 2018 were reviewed to assess the history of the subject site. The topographic maps were obtained from Environmental Data Resources, Inc. The subject site is depicted as vacant land in the 1896, 1898, 1907, 1912, 1916, 1943, and 1953 topographic maps, except for high-voltage electrical transmission towers depicted in the eastern and western portions of the subject site in the referenced topographic maps dated after 1907. The adjacent properties are depicted as vacant land in the 1896 to 1953 topographic maps except for a crude oil tank farm depicted to the southeast of the subject site in maps dated 1912 and later. A commercial-type building is depicted in the eastern portion of the subject site adjacent to Buchanan Road in the 1980 topographic maps and in an undated photorevision of the 1953 topographic map. The northern, eastern, and western adjacent properties are generally depicted as urban developed and the southern adjacent property is depicted as vacant land. The 2012, 2015, and 2018 topographic maps depict the existing surface streets proximate to the subject site; however, structures are not depicted on these topographic maps. Please refer to Appendix C for a copy of the Historical Topographic Maps.

City of Pittsburg Community Development Department Records

On January 25, 2022, a building permit records request was submitted to the City of Pittsburg Community Development Department (CPCDD) for the subject site address of 1625 Buchanan Road and for the subject site APN of 088-030-021. According to a representative of the City of Pittsburg Community Development Department, several building permits are on file with the CPCCD for the subject site. Krazan's review of permits provided by the CPCCD for the subject site, revealed: 1) a permit issued in 1970 for construction of a 2,754-square-foot sales building, 2) a permit issued in 1997 for installation of a backflow prevention device, 3) a permit issued in 2000 for development of an antennae site for Sprint PCS on an existing PG&E electrical transmission tower, and 4) six permits issued between 2003 and 2015 for various equipment replacements and upgrades to the cellular communications antennae site. No permits for items of potential environmental concern such as underground storage tanks, septic systems, or previous structures/features are on file with the CPCDD for the subject site.

City Directories

Krazan contracted with EDR to provide a review of available cross-reference directories dated 1975 through 2017 for the subject site address of 1625 Buchanan Road and for the adjacent properties utilizing approximately five-year intervals. A summary of cross-reference directory information is presented in the following table. Please refer to Appendix D for a copy of the EDR City Directory Report.

Haines Criss-Cross and/or Polk Guide Directory Summary

Address	Owner/Occupant	Years
Subject Site		
1625 Buchanan Road	Crest Dump Trucking Highland Garden Center Highland Rock City/Rock City Highland Ricky's Cutting Edge	1975 1980 to 2010 1980 to 2010 2014, 2017
Adjacent Properties		
Southwest – 1600 Buchanan Road	C. Rhone (Residential Listing) No Return M. Howard (Residential Listing) Address Not Listed Sierra Pacific RV & Boat/Sierra Pacific RV & Boat Storage	1975 1980 1985 1990, 1992 1995 to 2017

Krazan's review of cross-reference directories indicates that the subject site was occupied by a landscape rock business and a garden center/plant nursery from at least 1975 until at least 2010, and was occupied by Ricky's Cutting Edge, an apparent blade sharpening business, from at least 2014 until at least 2017. Information obtained from review of cross-reference directories is consistent with that obtained from other sources during the course of this assessment. Krazan's review of cross-reference directories did not reveal evidence of an environmental concern relative to the current or former occupants of the southwestern adjacent property.

Sanborn Fire Insurance Maps

Krazan reviews Sanborn Fire Insurance Maps (SFIMs) to evaluate prior land use of the subject site and the adjacent properties. SFIMs typically exist for cities with populations of 2,000 or more, the coverage dependent on the location of the subject site within the city limits. Krazan contracted with EDR to provide copies of available SFIMs for the subject site and the adjacent properties as far back as 1867. EDR's search of SFIMs revealed no coverage for the subject site and the adjacent properties. Please refer to Appendix E for a copy of the EDR SFIM *No Maps Available* Report.

6.2 Interviews

Krazan conducts interviews with the owner of the subject site, a key site manager, subject site occupants, and/or the previous owners/occupants of the subject site. The interviews are designed to provide pertinent information regarding potential environmental impacts associated with the subject site.

Subject Site Owner's Representative – An interview was conducted with Mr. Shashi Sharma, a representative of the owner of the subject site, via his completion of an environmental questionnaire. According to questionnaire responses, Mr. Sharma indicated that he has been familiar with the subject site for the past six years. Mr. Sharma indicated that the subject site is developed with two structures currently occupied by a lawn mower repair business. Mr. Sharma indicated that he is not aware of any other structures located on site previously. Mr. Sharma indicated that the subject site was occupied by a nursery at some point in the past. Mr. Sharma indicated that the subject site is currently connected to municipal water and sewer systems.

According to Mr. Sharma, to the best of his knowledge, no use, storage, or disposal of hazardous materials; no existing or former ASTs or USTs; no hazardous materials spills, no environmental cleanups, no on-site treatment and/or discharge of waste; no environmental liens, AULs, engineering or institutional controls, no on-site leach fields, dry wells, sumps, or disposal ponds; no buried materials; no monitoring, domestic, or irrigation wells; or any items of environmental concern are associated with the subject site. Mr. Sharma indicated that he is not aware of any obvious indications pointing to the presence or likely presence of contamination of the subject property. Mr. Sharma indicated that the reason for preparation of this Phase I ESA is related to a City of Pittsburg requirement associated with a proposed development of the property. Please refer to Appendix F for a copy of the environmental questionnaire completed by Mr. Sharma.

Previous Subject Site Owners/Occupants – An interview with a previous owner/occupant of the subject site was not conducted as access to these contacts were not secured. Therefore, the information that would have been obtained was not reasonably ascertainable. Consequently, information regarding the history and historical uses of the subject site obtained from an interview of a previous owner and/or occupant constitutes a data gap.

6.3 Agricultural Chemicals

Review of historical aerial photographs indicates that the subject site was utilized for agricultural purposes from at least 1937 until at least 1950. Although the potential exists that environmentally persistent pesticides/herbicides were historically applied to crops grown on the subject site circa 1940s and 1950s; 1) no structures were noted on historical aerial photographs of the subject site taken between 1937 and 1950,

and impacts from agricultural chemicals are most often identified in association with chemical mixing and storage areas (structures), 2) the subject site appears to have been dry farmed and dry farming generally has not been associated with the use of environmentally persistent pesticides/herbicides, 3) no material evidence of the use of environmentally persistent pesticides/herbicides was obtained during the course of this assessment, and 4) it is anticipated that any environmentally persistent pesticides/herbicides potentially located on site would have been dislocated and diluted as a result of the rough grading operations conducted in connection with the existing development of the property. Consequently, given the above-referenced factors and Krazan's experience in the subject site vicinity, the potential for elevated concentrations of environmentally persistent pesticides/herbicides related to crop cultivation to exist in the near-surface soils of common agricultural ground at concentrations which would require regulatory action appears to be low.

6.4 Regulatory Agency Interface

A review of regulatory agency records was conducted to help determine if hazardous materials have been handled, stored, or generated on the subject site and/or the adjacent properties and businesses.

Regulatory records are reviewed based on the following criteria: 1) properties with known soils and/or groundwater releases considered to represent the potential for impact to the subject site that are located within 1,760 feet of the subject site for constituents of concern impacts or 528 feet of the subject site for petroleum hydrocarbon impacts; 2) properties that are adjacent or in proximity to the subject site included within the EDR regulatory database report or noted during the site reconnaissance to possibly handle, store, or generate hazardous materials. Applicable property records are discussed below.

Contra Costa County Health Services, Hazardous Materials Programs

The Contra Costa County Health Services, Hazardous Materials Programs (CCCHMP) is the lead regulatory agency or Certified Unified Program Agency (CUPA) for hazardous materials handling facilities located in Contra Costa County. On February 7, 2022, the CCCHMP was contacted regarding potential hazardous materials records including hazardous waste generation, ASTs, USTs, leaking underground storage tanks (LUSTs), hazardous materials business plans (HMBPs), hazardous material release incidents, and/or environmental cleanup records for the subject site address of 1625 Buchanan Road and for the subject site APN of 088-030-021. According to Ms. Alexandra McMullen, a representative of Contra Costa County Hazardous Materials Programs, hazardous materials records are on file with the CCCHMP for the subject site which are discussed below.

Verizon Wireless subject site
1625 Buchanan Road
According to records on file with the CCCHMP, this subject site occupant maintains a permit with the CCCHMP for the storage of hazardous materials associated with on-site cellular communications tower facilities which is valid through June 30, 2022. Hazardous materials business plan inspections of the on-site cell tower facility conducted by the CCCHMP in October 2016, March 2019, and July 2021 revealed only one paperwork related violation which was corrected at the time of the inspection. The October 2016 inspection report indicates that hazardous materials located on site in reportable quantity included a 132-gallon diesel fuel holding tank and 20 batteries. Krazan's review of records on file with the CCCHMP for the subject site revealed no evidence of a documented release of hazardous materials or hazardous waste to the subsurface.

Additionally, according to the California Environmental Reporting System (CERS) database available via the CalEPA Regulated Site Portal at the CalEPA website, no HMBP chemical inventory records and no CUPA compliance evaluation inspection records are included in the database for the immediately adjacent properties suggesting that hazardous materials are not stored in reportable quantity and that hazardous waste is not generated in reportable quantity at these properties. Please refer to Appendix G for a copy of the CCCHMP records.

State of California Regional Water Quality Control Board - Geotracker

Krazan's February 7, 2022 review of the State of California Regional Water Quality Control Board (RWQCB) Geotracker database available via the RWQCB Internet Website indicated that no cleanup sites including LUST sites, cleanup program sites, land disposal sites, or military sites are listed for the subject site or the adjacent properties. One closed LUST site is listed in the subject site vicinity and pertinent environmental risk factors for this release site as related to the subject site are summarized in the following table.

Proximate Geotracker Release Site Listings

Site Name/Address	Distance From Subject Site/ Groundwater Flow Direction	COCs / (Media Impacted)	Investigation Status (Potential to Impact Subject Site)
Seeno Construction Company 1600 Buchanan Road	180 feet to the southwest (closest property boundary) – former USTs located 780 feet to the southwest / (Northeast) – Upgradient of the subject site	Gasoline / (Soil Only Impact)	LUST - Closed (Low)

Based on Krazan's review of information contained in the RWQCB Geotracker database, coupled with information pertaining to site location and local hydrogeology, there is no evidence that any of the above-listed sites currently represent an environmental concern in connection with the subject site.

State of California Environmental Protection Agency

Krazan's February 7, 2022 review of the State of California Environmental Protection Agency (CalEPA) – Department of Toxic Substances Control (DTSC) Envirostor database available via the DTSC's Internet Website indicated that no records of cleanup sites including State response sites, voluntary cleanup sites, school cleanup sites, or military or school evaluation sites are listed for the subject site, the adjacent properties, or properties located within 500 feet of the subject site. Additionally, no Federal Superfund – National Priorities List (NPL) sites were determined to be located within a one-mile radius of the subject site.

State of California Office of Emergency Services – Spills Database

Krazan's February 11, 2022 review of the State of California Office of Emergency Services (Cal OES) Spill Reports database, available via the Cal OES website indicated that no hazardous materials spill reports are included in the Cal OES Spill Reports database for the subject site address of 1625 Buchanan Road or for the subject site APN of 088-030-021.

Contra Costa County Fire Protection District

The Contra Costa County Fire Protection District (CCCFPD) has jurisdiction for fire protection for the subject site and the immediate vicinity. On January 21, 2022, the Contra Costa County Fire Protection District public records request archive was searched for incident reports for the subject site address of 1625 Buchanan Road and for the subject site APN of 088-030-021. Krazan's research of the CCCFPD public records request archive revealed no archived incident records for the subject site. Additionally, as discussed previously, Krazan's February 11, 2022 review of the Cal OES Spill Reports Website indicated that no hazardous materials spill reports are included in the Spill Reports database for the subject site.

California Department of Conservation, California Geologic Energy Management Division

Krazan's February 11, 2022 review of the State of California Department of Conservation, California Geologic Energy Management Division (CalGEM) Online Mapping System indicated that no plugged and abandoned or producing oil wells are located on or adjacent to the subject site.

U.S. Department of Transportation – Pipeline & Hazardous Materials Safety Administration

Krazan's February 11, 2022 review of the U.S. Department of Transportation – Pipeline & Hazardous Materials Safety Administration (PHMSA) National Pipeline Mapping System database available via the U.S. Department of Transportation website indicated that no gas transmission pipelines or hazardous liquid pipelines are located on the subject site or the adjacent properties.

Local Area Tribal Records

No Indian reservations, USTs on Indian land, or LUSTs on Indian land were reported on the subject site, adjacent properties, or vicinity properties in the EDR-provided government database report.

6.5 Regulatory Agency Lists Review

Several agencies have published documents that list businesses or properties which have handled hazardous materials or waste or may have experienced site contamination. The lists consulted in the course of our assessment were compiled by EDR and Krazan and represent reasonably ascertainable current listings. Krazan did not verify the locations and distances of every property listed by EDR. Krazan verified the location and distances of the properties Krazan deemed as having the potential to adversely impact the subject site. The actual location of the listed properties may differ from the EDR listing. Refer to the following table for a summary of the listed properties considered to have the potential to impact the subject site located within the specified ASTM Search Radii. The actual distances of the listed properties (which are summarized below) are based on observations during Krazan's site reconnaissance. One EDR-listed unmapped (non-geocoded) site identified as Carmax 7264 was determined to be located on or adjacent to the subject site. Please refer to the Appendix H for a copy of the EDR Radius Map report.

Listed Properties

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.500		0	0	1	NR	NR	1
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		0	3	NR	NR	NR	3
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
RESPONSE	1.000		0	0	0	1	NR	1
Lists of state- and tribal hazardous waste facilities								
ENVIROSTOR	1.000		0	0	3	3	NR	6
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.500		0	0	0	NR	NR	0

Listed Properties (continued)

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Lists of state and tribal leaking storage tanks								
LUST	0.500		1	0	2	NR	NR	3
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	2	NR	NR	2
Lists of state and tribal registered storage tanks								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	1	NR	NR	1
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	1	NR	1
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
AQUEOUS FOAM	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		1	0	NR	NR	NR	1
HIST UST	0.250		2	0	NR	NR	NR	2
CA FID UST	0.250		0	0	NR	NR	NR	0

Listed Properties (continued)

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CERS TANKS	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	4	NR	NR	NR	4
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001	1	0	NR	NR	NR	NR	1
ECHO	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0

Listed Properties (continued)

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		1	0	2	NR	NR	3
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	1	NR	NR	NR	1
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		1	0	2	NR	NR	3
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
CONTRA COSTA CO. SITE LIST	0.250	1	1	5	NR	NR	NR	7
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
CERS	0.001	1	0	NR	NR	NR	NR	1
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
MINES MRDS	0.001		0	NR	NR	NR	NR	0
HWTS	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		1	NR	NR	NR	NR	1
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0

Listed Properties (continued)

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		3	8	14	13	5	0	43

NOTES:
TP = Target Property
NR = Not Requested at this Search Distance
Sites may be listed in more than one database

The subject site was listed on the following databases:

Verizon Wireless Pittsburg — subject site
1625 Buchanan Road
According to EDR, the subject site address of 1625 Buchanan Road is listed as a FINDS, Contra Costa County Site List, and CERS site associated with an on-site cellular communications tower facility. Hazardous materials records for this facility are on file with CCCHMP. CCCHMP records were previously discussed in Section 6.4 of this report.

Hazardous Materials Migration in Soils and/or Groundwater

The following facilities which are listed as sites with documented releases of hazardous materials were listed within the subject site vicinity:

Seeno Construction Company — 180 feet to the southwest
1600 Buchanan Road
According to EDR, this facility is listed as a LUST site located 54 feet to the west-southwest of the subject site. During Krazan's site reconnaissance, the closest boundary of this property was observed to be located 180 feet to the southwest of the subject site. Hazardous materials records for this facility are on file with the RWQCB. RWQCB records for this facility were previously discussed in Section 6.4 of this report.

According to the EDR report, 1530 Ventura Drive is listed as an "EDR Historical Auto" site located approximately 199 feet to the west-northwest of the subject site. The EDR-reported occupant associated with this address is "Paul Yap-Chiongco," indicated to be a gasoline service station. However, the 1530 Ventura Drive address currently is occupied by a single-family dwelling, and has been since original development. Consequently, it appears unlikely that fuel storage and dispensing activities have been conducted at this property. Given these considerations, there is no evidence to suggest that the EDR listing

of this address as an "EDR Historical Auto" site represents an environmental concern in connection with the subject site.

The remaining properties within the specified search radius of the subject site which appeared on local, state, or federally published lists of sites that use or have had releases of hazardous materials or petroleum products are of sufficient distance and/or situated hydraulically cross- or downgradient from the subject site such that impact to the subject site via groundwater migration is unlikely. In general, potentially hazardous materials released from facilities located generally hydraulically upgradient within subject site vicinity, or in a hydraulically cross-gradient direction in proximity to the site, may have a reasonable potential of migrating to the subject site via groundwater flow. This opinion is based on the assumption that non-vaporous hazardous materials generally do not migrate large distances laterally within the soil, but rather tend to migrate with groundwater in the general direction of groundwater flow. However, the potential for migration of volatile hazardous materials may include movement within soils, groundwater flow or potentially omni-directionally if present in a vaporous state.

Hazardous Materials Migration in Vapor

Hazardous materials or petroleum product vapors which may have the potential to migrate into the subsurface of the subject site may be caused by the release of vapors from contaminated soil or groundwater either on or in the vicinity of the subject site from current or historical uses of the subject site and/or adjacent or vicinity properties. Current or past land uses such as gasoline stations (using petroleum hydrocarbons), dry cleaning establishments (using chlorinated volatile organic compounds), former manufactured gas plant sites (using volatile and semi-volatile organic compounds), and former industrial sites such as those that had vapor degreasing or other parts-cleaning operations (using chlorinated volatile organic compounds) are of particular concern. Constituent of concern vapors are capable of migrating great distances omni-directionally along subsurface conduits such as pipelines, utility lines, sewer and stormwater lines, and building foundations.

Based on Krazan's observations and review of State and local regulatory agency records and the EDR regulatory database report, no listings of concern related to potential vapor migration were determined to be associated with the subject site, adjacent properties, or properties located within the subject site vicinity. Review of vicinity properties listed by EDR as release sites within the applicable search radii suggests that these properties do not represent a significant potential for vapor migration in connection with the subject site. The rationale supporting this opinion includes the following:

Krazan's review of the remaining vicinity properties listed by EDR as release sites within the applicable search radii suggests that these properties do not represent a significant potential for vapor migration in connection with the subject site. The rationale supporting this opinion includes the following:

- None of the reported sites were in close proximity to the subject site.
- Relevant sites had undergone investigation and remediation sufficient to receive regulatory agency closure.
- Sites with reported releases of minor quantities of COCs or COCs of limited volatility impacting soil only were considered of minimal concern.
- The lateral migration of the COCs in groundwater is reported to be limited and COCs were not detected in groundwater samples collected downgradient of the release and several hundred feet upgradient of the subject site.
- Sites with reported releases of COCs including volatile organic compounds (VOCs) were either of sufficient distance or hydraulically down- or cross-gradient from the subject site such that they do not appear to represent a significant potential for vapor migration on the subject site.

No engineering control sites, sites with institutional controls, or sites with deed restrictions were listed for the subject site, adjacent sites or vicinity properties in the EDR Report.

7.0 DISCUSSION OF FINDINGS

Summary of Conclusions

Apparent Evidence of RECs or PAOCs	Not Noted	Noted
Historical Uses		X
Current Uses	X	
Adjacent or Vicinity Property Uses	X	

Historical Uses

Based on Krazan's review of historical aerial photographs, historical topographic maps and historical cross-reference directories, a site reconnaissance, contacts with the local regulatory agencies, and an interview with a representative of the owner of the subject site, there is no evidence that recognized environmental conditions exist in connection with the historical uses of the subject site. However, potential areas of concern (PAOCs) were identified in connection with the historical uses of the subject site which are discussed in the Conclusions/Opinions section of this report.

Current Uses

Based on Krazan's site reconnaissance, contacts with local regulatory agencies, and an interview with a representative of the owner of the subject site, there is no evidence that recognized environmental conditions exist in connection with the current uses of the subject site. However, housekeeping issues and ASTM non-scope issues were identified in connection with the subject site which are discussed in the Conclusions/Opinions section of this report.

Adjacent or Vicinity Property Uses:

Based on Krazan's field observations, review of the EDR government database report, and consultation with local regulatory agencies, there is no evidence that recognized environmental conditions exist in connection with the subject site from adjacent property uses.

7.1 Evaluation of Data Gaps/Data Failure

In accordance with ASTM E 1527-13 guidance, data gaps represent a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice. Data failure represents the failure to achieve the historical research objectives of this practice even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap.

The following is a summary of data gaps encountered in the process of preparing this report including an observation as to the presumed significance of that data gap to the conclusions of this assessment.

- Absence of Final Title Report or Environmental Lien Search (Section 5.1)

  A Final Title Report or Environmental Lien Search was not provided by the Phase I ESA user, therefore a data gap exists. Taken in consideration with the available information obtained in the course of preparing this report in connection with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment. However, the contents of a Final Title Report or Environmental Lien Search are unknown.

- Absence of Interview with Previous Property Owner/Occupant (Section 6.1)

  A Phase I ESA interview with the previous owner/occupant of the subject site was not reasonably ascertainable. Consequently, information regarding the history and historical uses of the subject site obtained from an interview of a previous owner and/or occupant constitutes a data gap. Taken in consideration with the available information obtained in the course of preparing this report in

connection with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment. However, the contents of an interview with a previous property owner/occupant are unknown.

8.0 CONCLUSIONS/OPINIONS

We have conducted a Phase I ESA of the subject site in conformance with the scope and limitations of the ASTM E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* guidance documents. Any deviations from this practice were previously described in this report. During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in connection with the subject site as defined by ASTM E 1527-13. However, the following potential areas of concern (PAOCs), ASTM non-scope issues, and housekeeping issues were identified in connection with the subject site:

PAOCs

- Krazan's review of title company records and historical aerial photographs indicates that the structure located in the southeastern portion of the subject site was originally constructed in 1970 and the excavated area located in the central-northern portion of the subject site was present by at least 1972 suggesting that a former bulk rock/landscape materials and nursery business likely was operating on site in 1972. Mr. Shashi Sharma, a representative of the owner of the subject site familiar with the subject site for the past six years, and Mr. Andreas Cisneros, the occupant of the subject site for the past 10 years, indicated that they were unaware of underground storage tanks (USTs) being located at the subject site and no records of USTs for the subject site are on file with the local regulatory agencies. However, given the original development of the subject site in 1970 prior to the advent of the existing local environmental agencies that provide oversight for the installation and removal of USTs, coupled with the routine use of dump trucks and other equipment utilized for handling and transporting bulk rock/landscape materials, the potential exists for fuel USTs to have been installed on the subject site. Krazan's experience with agricultural and commercial properties has shown that it is not uncommon for property owners/operators to install USTs for their convenience, especially in the vicinity of structures, which are undocumented and whose presence would remain unknown in spite of the standard data research conducted in the course of this Phase I ESA. It is therefore possible that subsurface features such as unregistered USTs may exist in the vicinity of the on-site structures which remain unknown based upon the absence of any regulatory, municipality, interview data, or other evidence indicating their presence or location. Consequently, despite an absence of data suggesting their presence, the presence or absence of USTs associated with the subject site prior to the current owner and occupant of the subject site is unknown.

- During Krazan's February 17, 2022 site reconnaissance, remnants of a former on-site nursery and bulk rock/landscaping materials facility were observed in an excavated area located the central-northern portion of the subject site, including discarded plastic plant pots on the southern embankment and wood pallets and a portion of former bulk rock/landscape materials storage bins

in the base of the depression. Additionally, apparent landscape maintenance debris, concrete utility pipe, concrete debris, wood debris, trash, and a soil mound containing concrete debris were observed in this area of the subject site and/or within the vacant land located adjacent to the west and southwest of the excavation. Some of the materials/debris observed in the central portion of the subject site appeared to be consistent with demolition debris from former on-site bulk materials storage bins. However, other debris piles in this area of the subject site, as well as some in the southwestern portion of the subject site, may be the result of illegal dumping. No hazardous materials were observed in association with the various debris piles; however, the materials within the central portion of the larger debris piles were not visible. Furthermore, no odors, surface staining, stressed vegetation, or other obvious evidence of the presence of hazardous materials was noted in association with the debris/discarded materials; however, the ground surface beneath many of the debris piles was not visible. Additionally, it should be noted that a significant part of the central and western portions of the subject site were covered with dense vegetation one to three feet in height and it is possible that additional debris is present in these portions of the subject site which was not visible at the time of the site reconnaissance. Consequently, given these considerations and the presence of unpaved roads immediately proximate to many of these debris piles, the potential exists that some of this debris was illegally dumped thereby increasing the risk that hazardous materials may be present.

Housekeeping Issues

- During Krazan's February 17, 2022 site reconnaissance, a 55-gallon steel drum of unknown content was observed resting on unpaved ground in the eastern portion of the subject site approximately 150 feet to the northeast of the building. No odors, surface staining, stressed vegetation or other evidence of a release of hazardous materials was noted in association with this drum. Mr. Cisneros stated that he was not aware of the presence or origin of the drum. Mr. Cisneros stated that prior to initiation of the planned redevelopment of the subject site he will have all of the materials associated with his business removed from the subject site leaving the building and surrounding exterior storage areas empty. Mr. Cisneros stated that he will have this drum removed from the subject site and the contents properly disposed/recycled.

ASTM Non-scope Issues

- The structure located on the subject site was reportedly originally constructed in 1970. It is unknown if the on-site structure contains asbestos-containing materials (ACMs) or lead-based paint (LBP). An asbestos and/or lead-based paint survey and sampling of the on-site structure were not included within the scope of this assessment. However, based on the date of construction, ACMs and LBP may be present at the subject site. Prior to the disturbance of any of the suspect ACMs or LBP at this facility via renovation or demolition, a comprehensive asbestos and LBP survey designed to determine if the suspect ACM and LBP are regulated materials is recommended. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted.

9.0 RELIANCE

This report was prepared solely for use by Client and should not be provided to any other person or entity without Krazan & Associates' prior written consent. No party other than Client may rely on this report without Krazan & Associates' express prior written consent. Reliance rights for third parties will only be in effect once requested by Client and authorized by Krazan & Associates with authorization granted by way of a Reliance Letter. The Reliance Letter will require that the relying party(ies) agree to be bound to the terms and conditions of the agreement between Client and Krazan & Associates as if originally issued to the relying party(ies), or as so stipulated in the Reliance Letter.

10.0 LIMITATIONS

The site reconnaissance and research of the subject site has been limited in scope. This type of assessment is undertaken with the calculated risk that the presence, full nature, and extent of contamination would not be revealed by visual observation alone. Although a thorough site reconnaissance was conducted in accordance with ASTM Guidelines and employing a professional standard of care, no warranty is given, either expressed or implied, that hazardous material contamination or buried structures, which would not have been disclosed through this investigation, do not exist at the subject site. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

The findings presented in this report were based upon field observations during a single property visit, review of available data, and discussions with local regulatory and advisory agencies. Observations describe only the conditions present at the time of this investigation. The data reviewed and observations made are limited to accessible areas and currently available records searched. Krazan cannot guarantee the completeness or accuracy of the regulatory agency records reviewed. Additionally, in evaluating the property, Krazan has relied in good faith upon representations and information provided by individuals noted in the report with respect to present operations and existing property conditions, and the historical uses of the property. It must also be understood that changing circumstances in the property usage, proposed property usage, subject site zoning, and changes in the environmental status of the other nearby properties can alter the validity of conclusions and information contained in this report. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

This report is provided for the exclusive use of the client noted on the cover page and shall be subject to the terms and conditions in the applicable contract between the client and Krazan. Any third party use of this report, including use by Client's lender, shall also be subject to the terms and conditions governing the work in the contract between the client and Krazan. The unauthorized use of, reliance on, or release of the information contained in this report without the express written consent of Krazan is strictly prohibited and will be without risk or liability to Krazan.

Conclusions and recommendations contained in this report are based on the evaluation of information made available during the course of this assessment. It is not warranted that such data cannot be superseded by future environmental, legal, geotechnical or technical developments. Consequently, given the possibility for unanticipated hazardous conditions to exist on a subject site which may not have been discovered, this Phase I ESA is not intended as the basis for a buyer or developer of real property to waive their rights of recovery based upon environmental unknowns. Parties that choose to waive rights of recovery prior to site development do so at their own risk.

Parties who seek to rely upon Phase I Environmental Site Assessment reports dated more than 180 days prior to the date of reliance do so at their own risk. This limitation in reliance is based on the potential for physical changes at the site, changes in circumstances, technological and professional advances, and guidance related to the continued viability of Environmental Site Assessment reports, user's responsibilities, and requirements for updating of components of the inquiry as stated in the ASTM Standard E 1527-13.

11.0 QUALIFICATIONS

This Phase I ESA was conducted under the supervision or responsible charge of Krazan's undersigned environmental assessor with oversight from the undersigned environmental professional. The work was conducted in accordance with ASTM E 1527-13 guidance, generally accepted industry standards for environmental due diligence in place at the time of the preparation of this report, and Krazan's quality-control policies.

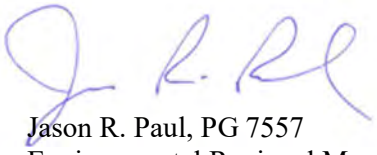
We declare that, to the best of our professional knowledge and belief, we meet the definition of environmental professional as defined in §312.10 of 40 CFR 312 and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the

subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.



William Vick, PhD
Environmental Professional



Jason R. Paul, PG 7557
Environmental Regional Manager

WHV/JRP/mlt

REFERENCES

Aerial photographs obtained from Environmental Data Resources, Inc. (EDR), Microsoft® Research Maps, and Google Earth™.

American Society for Testing and Materials (ASTM), *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment (ESA) Process*, ASTM Designation: E 1527-13.

ASTM, *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions,* ASTM Designation E 2600-10.

City of Pittsburg Community Development Department.

City of Pittsburg Water Department.

Contra Costa County Fire Protection District.

Contra Costa County Hazardous Materials Program.

EDR, Sanborn Fire Insurance Map *No Maps Available* Report.

EDR, City Directory Report.

EDR, Regulatory Database Report.

EDR Historical Topographic Map Report.

Ramirez, Ms. Brenda, Central Valley Engineering & Survey, Phase I ESA User Questionnaire.

Sharma, Mr. Shashi, Representative of the Owner of the Subject Site, Phase I ESA Property Owner Questionnaire.

State of California Geologic Energy Management Division (CalGEM) Maps Website: https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx.

State of California Department of Toxic Substances Control, Envirostor Website: http://www.envirostor.dtsc.ca.gov/public

State of California Environmental Protection Agency (CalEPA), California Environmental Reporting System (CERS) Database, CalEPA Regulated Site Portal.

State of California Office of Emergency Services (Cal OES), Spill Reports Database, Cal OES website.

State of California Regional Water Quality Control Board, Geotracker Website: http://geotracker.swrcb.ca.gov

State of California, Department of Water Resources, Sustainable Groundwater Management Act Portal, 2020 data.

REFERENCES (continued)

U.S. Department of Transportation – Pipeline & Hazardous Materials Safety Administration, National Pipeline Mapping System.

U.S. Environmental Protection Agency (EPA) *Map of Radon Zones*.

U.S. Fish & Wildlife Service National Wetland Inventory *Wetlands Mapper:* http://www.fws.gov/wetlands/Data/Mapper.html

U.S. Geological Survey, 7.5-minute Antioch South, California topographic quadrangle map, dated 1980.

GLOSSARY OF TERMS

Subject Site: The real property being investigated under this Phase I ESA.

Adjacent Properties: Properties which are contiguous with the subject site, or would be contiguous except for a street, road, or other public thoroughfare.

Subject Site Vicinity: Properties located within a 500-foot radius of the subject site.

Environmental Professional: A person meeting the education, training, and experience requirements as set forth in 40 CFR §312.10(b). The EP may be an independent contractor or an employee of the user.

User: The party seeking to use Practice E 1527 to complete an environmental site assessment of the subject site. A user may include, without limitation, a potential purchaser of the subject site, a potential tenant of the subject site, an owner of the subject site, a lender, or a property manager.

Recognized Environmental Condition (REC): In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.

Controlled Recognized Environmental Condition (CREC): A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). For example, if a leaking underground storage tank has been cleaned up to a commercial use standard, but does not meet unrestricted residential cleanup criteria, this would be considered a CREC. The "control" is represented by the restriction that the property use remain commercial. A condition considered by the environmental professional to be a CREC shall be listed in the findings section of the Phase I ESA report and as an REC in the conclusions section. A condition identified as a CREC does not imply that the environmental professional has evaluated or confirmed the adequacy, implementation, or continued effectiveness of the required control that has been, or is intended to be, implemented.

Historical Recognized Environmental Condition (HREC): A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). Before calling the past release an HREC, the environmental professional must determine whether the past release is an REC at the time the Phase I ESA is conducted (for example, if there has been change in the regulatory criteria). If the EP considers the past release to be an REC at the time the Phase I ESA is conducted, the condition shall be included in the conclusions section of the report as an REC.

GLOSSARY OF TERMS (continued)

Potential Area of Concern (PAOC): A term adopted to provide an alternative designation to the REC and HREC for a range of environmental issues related to current subject site uses, historical subject site uses, or from adjacent and/or vicinity property uses. The PAOC is utilized to emphasize full disclosure and provide the user with conclusions and recommendations related to potential environmental issues in connection with the subject site based on Krazan's professional experience in cases where official documentation or other evidence may be absent in order to identify an REC or HREC, thereby aiding the user's considerations of environmental due diligence risk tolerance.

Migrate/migration: For the purposes of this practice, "migrate" and "migration" refer to the movement of hazardous substances or petroleum products in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface. Vapor migration in the subsurface is described in ASTM E 2600-10 guidance; however, nothing in the E 1527-13 practice should be construed to require application of the E 2600-10 standard to achieve compliance with AAI.

De minimis condition: A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Condition determined to be *de minimis conditions* are not RECS or CRECs.

Data Gap: A lack of or inability to obtain information required by this practice despite good faith efforts by the Environmental Professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice, including, but not limited to the site reconnaissance and interviews.

Data Failure: A failure to achieve the historical research objectives even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap.



= SUBJECT SITE BOUNDARY

VICINITY MAP	Scale: NTS	Date: March 2022	Krazan
PROPOSED C-STORE, GAS STATION & CAR WASH PROPERTY 1625 BUCHANAN ROAD APN 088-030-021 PITTSBURG, CALIFORNIA 94565	Drawn By: BV	Approved by: BV	SITE DEVELOPMENT ENGINEERS *With Offices Serving the Western U. S.*
	Project No. 034-22008	Figure No. 1	



= SUBJECT SITE BOUNDARY (APPROXIMATE)
= RICKY'S CUTTING EDGE SHOP AND STORAGE AREAS – INTERIOR AND EXTERIOR STORAGE AREAS
= 55-GALLON DRUM OF UNKNOWN CONTENT
= CONCRETE DEBRIS, WOOD DEBRIS, VEGETATIVE DEBRIS, AND/OR TRASH
= CONCRETE UTILITY PIPE RESTING ON GROUND SURFACE = SOIL MOUND
= HIGH-VOLTAGE ELECTRICAL TRANSMISSION LINES
= ELECTRICAL TRANSMISSION TOWER WITH COMMUNICATIONS ANTENNAE
= COMMUNICATIONS ANTENNAE EQUIPMENT ENCLOSURE

SITE MAP	Scale: NTS	Date: March 2022	Krazan
PROPOSED C-STORE, GAS STATION & CAR WASH PROPERTY 1625 BUCHANAN ROAD APN 088-030-021 PITTSBURG, CALIFORNIA 94565	Drawn By: BV	Approved by: BV	SITE DEVELOPMENT ENGINEERS *With Offices Serving the Western U. S.*
	Project No. 034-22008	Figure No. 2	



Photo 1: Northwestern-facing view of the commercial building located in the southeastern portion of the subject site.



Photo 2: Western-facing view of the asphalt-paved area located in the southeastern portion of the subject site previously utilized by a former nursery for potted plant storage.



Photo 3: Western-facing view of the asphalt-paved driveway and parking area located in the central-southern portion of the subject site.



Photo 4: Western-facing view of the central and northern portions of the subject sites utilized by a former landscape supply business for bulk storage of rock/landscape materials.



Photo 5: View of a high-voltage electrical transmission tower equipped with cellular communications antenna located in the central portion of the subject site.



Photo 6: View of a cellular communications tower equipment enclosure located in the central portion of the subject site.



Photo 7: Southwestern-facing view of the northern portion of the subject site adjacent to Norine Drive.



Photo 8: Northern-facing view of the western portion of the subject site.



Photo 9: Eastern-facing view of the western portion of the subject site adjacent to Buchanan Road and the on-site high-voltage electrical transmission lines.



Photo 10: Interior view of the Ricky's Cutting Edge customer service and parts storage area located in the eastern portion of the on-site building.



Photo 11: Interior view of the Ricky's Cutting Edge shop area located in the eastern portion of the on-site building.



Photo 12: Interior view of a Ricky's Cutting Edge parts storage area located in the eastern portion of the on-site building.



Photo 13: Interior view of a Ricky's Cutting Edge used equipment/parts storage area located in the eastern portion of the on-site building with minor surface staining pictured.



Photo 14: Interior view of the western portion of the Ricky's Cutting Edge building used equipment, parts, personal property storage.



Photo 15: View of an exterior storage area located adjacent to the east of the on-site building. Most of the materials pictured are reportedly awaiting pickup by a recycler.



Photo 16: View of an exterior storage area located adjacent to the north of the on-site building. Area of minor surface staining at photo center.



Photo 17: View of lubricants stored on steel shelving in the eastern portion of the on-site building.



Photo 18: View of a five-gallon container of waste oil and an empty rag container located in the exterior storage area adjacent to the north of the on-site building.



Photo 19: View of a 55-gallon drum of unknown content located in the eastern portion of the subject site approximately 150 feet east of the on-site building.



Photo 20: Discarded plastic pots, remnants of the former on-site nursery, located on the southern embankment of the excavated area of the subject site.



Photo 21: Remnants of the former bulk rock and landscape materials storage bins located in the southern portion of the excavated area of the subject site.



Photo 22: View of a concrete debris pile located in the excavated portion of the subject site on/near the northern property boundary.



Photo 23: View of a debris pile located in the excavated portion of the subject site on/near the northern property boundary.



Photo 24: View of a debris pile located in the southern portion of the excavated area of the subject site.



Photo 25: View of a vegetative debris piles located in the eastern portion of the excavated area of the subject site.



Photo 26: View of a concrete debris pile located west of the excavated area in the central-southern portion of the subject site.



Photo 27: View of mounded soil located in the southwestern corner of the subject site.



Photo 28: View of concrete utility pipe resting on the ground surface in the central-western portion of the subject site.



Photo 29: View of an apparent herbicide application area located in the southern portion of the subject site adjacent to the southwest of the excavated area.



Photo 30: View of a stormwater drain inlet located in the southeastern portion of the subject site adjacent to the south of the building.



Photo 31: Northwestern-facing view of the subsurface irrigation canal and associated right-of-way located adjacent to the north and east of the subject site.



Photo 32: Southeastern-facing view of Buchanan Road and the single-family homes located adjacent to the south of the western portion of the subject site.



Photo 33: Southern-facing view of Buchanan Road and the recreation fields located adjacent to the south of the eastern portion of the subject site.



Photo 34: Western-facing view of the single-family homes located adjacent to the west of the subject site.

Appendix A

Phase I ESA User Questionnaire
Proposed Store, Gasoline Station & Car Wash Property
1625 Buchanan Road; APN 088-030-021
Pittsburg, California 94565

Respondent Information:

Name: Brenda Ramirez
Company: CVEAS, INC.
Date: 01/31/2022
Phone: 559-891-8811

Introduction

"In order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfield Revitalization Act of 2001 (the 'Brownfields Amendments'), the user must provide the following information (if available) to the environmental professional. Failure to provide this information could result in a determination that 'all appropriate inquiry' is not completed"- American Society for Testing and Materials (ASTM) E1527-05 Appendix X3: User Questionnaire

1. Are you aware of any environmental cleanup liens against the subject site that are filed or recorded under federal, tribal, state, or local law?

No.

2. Are you aware of any activity use limitations (AULs) such as engineering controls, land use restrictions, or institutional controls that are in place at the subject site and/or have been filed or recorded in a registry under federal, tribal, state, or local law?

No.

3. As the user of the Phase I Environmental Site Assessment (ESA), do you have any specialized knowledge or experience related to the subject site or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the subject site or an adjacent property so that you would have specialized knowledge of the chemicals and processes used by this type of business?

No.

4. Does the purchase price being paid for the subject site reasonably reflect the fair market value of the subject site? ✓Yes No

A. If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the subject site?

5. Are you aware of commonly known or reasonably ascertainable information about the subject site that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example:

A. Do you know the past uses of the subject site? If so, briefly explain.
It is vacant land as far as I know.

B. Do you know of specific chemicals that are present or once were present at the subject site? If so, briefly explain.
No.

C. Do you know of spills or other chemical releases that have taken place at the subject site? If so, briefly explain.
No.

D. Do you know of any environmental cleanups that have taken place at the subject site? If so, briefly explain.
No.

6. As the user of the Phase I ESA, based on your knowledge and experience related to the subject site, are there any obvious indicators that point to the presence or likely presence of contamination at the subject site?
No.

7. What is the reason for preparation of this Phase I ESA? (Property purchase/sale; bank loan; proposed development; etc.)
Proposed development. Phase 1 ESA was a request from the City.

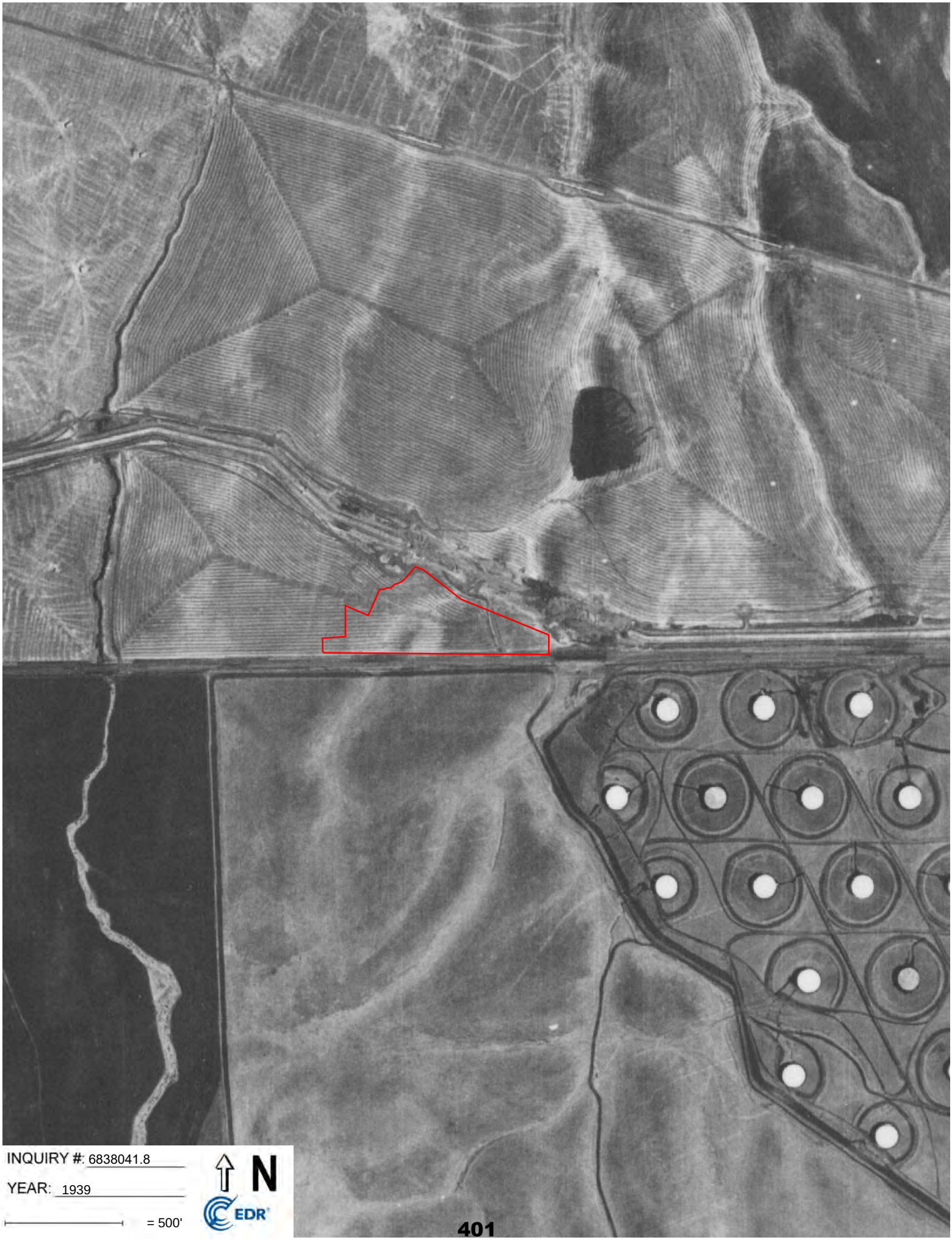
I, the user of this Phase I ESA (or authorized representative of the User), do hereby attest that I have carefully considered the questions herein and have presented answers to the best of my knowledge and ability based upon the Responsibilities of the User as required within ASTM E1527-05 guidance.

Name Brenda Ramirez Date 01/31/2022
(Please Print)

Signature N. Ramirez

Appendix B


INQUIRY #: 6838041.8
YEAR: 1949
= 500'
N
EDR
400



INQUIRY #: 6838041.8

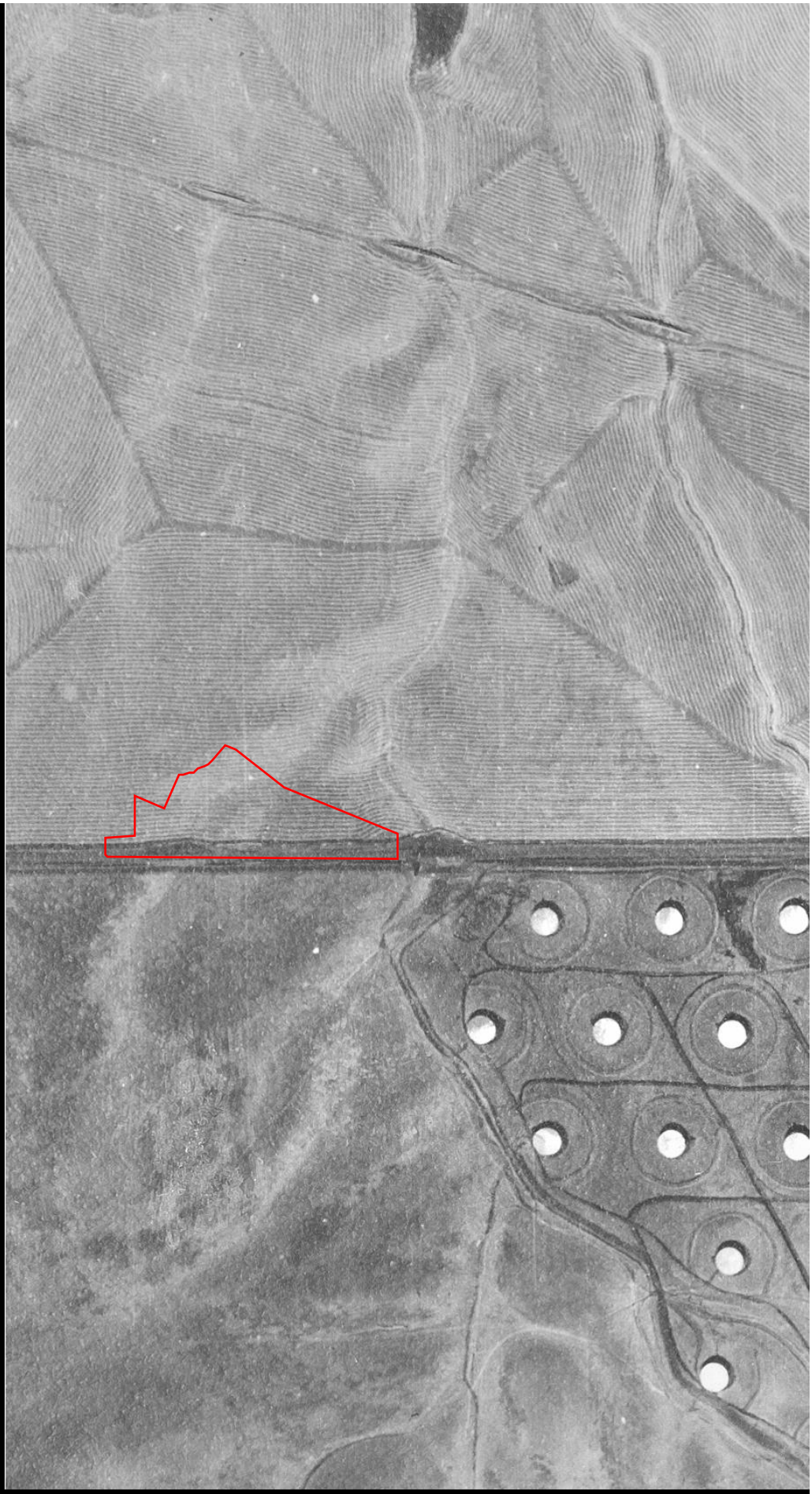
YEAR: 1939

= 500'

N

EDR

401



INQUIRY #: 6838041.8

YEAR: 1937

= 500'

N

EDR



INQUIRY #: 6838041.8

YEAR: 1972

= 500'

N

EDR



INQUIRY #: 6838041.8

YEAR: 1966

= 500'

N

EDR


INQUIRY #: 6838041.8
YEAR: 1963
= 500'
N
EDR



INQUIRY #: 6838041.8

YEAR: 1958

= 500'

N

EDR



INQUIRY #: 6838041.8

YEAR: 1950

= 500'

N

EDR

Proposed Commercial Property

1625 Buchanan Road

Pittsburg, CA 94565

Inquiry Number: 6838041.8

January 28, 2022

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

01/28/22

Site Name:

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565
EDR Inquiry # 6838041.8

Client Name:

Krazan & Associates, Inc.
4320 Orange Grove Avenue Suite E
Sacramento, CA 95841
Contact: William Vick

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	Scale	Details	Source
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1998	1"=500'	Flight Date: August 27, 1998	USDA
1993	1"=500'	Acquisition Date: January 01, 1993	USGS/DOQQ
1984	1"=500'	Flight Date: June 08, 1984	USDA
1982	1"=500'	Flight Date: July 05, 1982	USDA
1979	1"=500'	Flight Date: August 16, 1979	USDA
1972	1"=500'	Flight Date: July 06, 1972	USDA
1966	1"=500'	Flight Date: June 26, 1966	USDA
1963	1"=500'	Flight Date: July 15, 1963	EDR Proprietary Aerial Viewpoint
1958	1"=500'	Flight Date: August 10, 1958	USDA
1950	1"=500'	Flight Date: March 12, 1950	USDA
1949	1"=500'	Flight Date: October 13, 1949	USGS
1939	1"=500'	Flight Date: July 25, 1939	USDA
1937	1"=500'	Flight Date: August 25, 1937	USDA

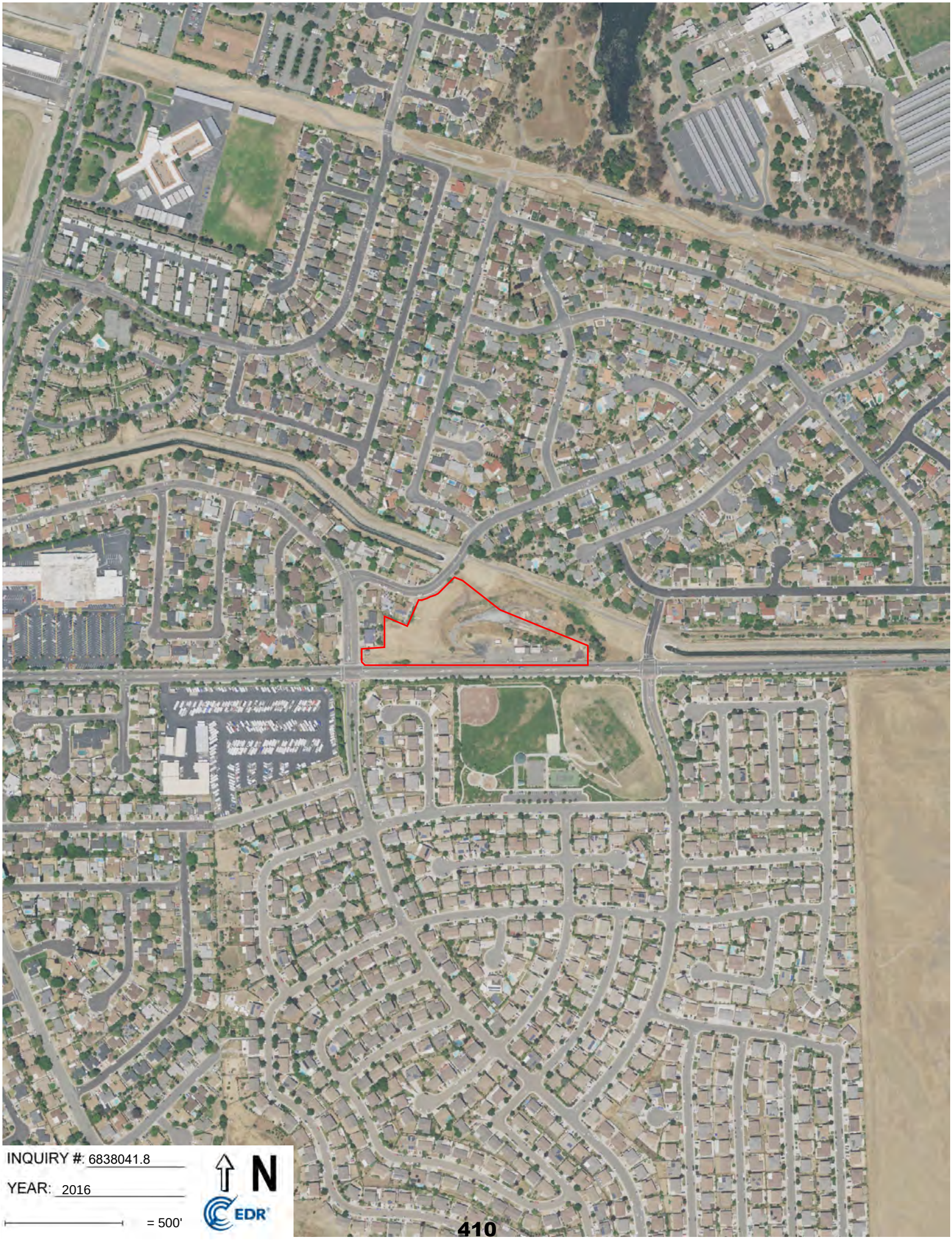
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INQUIRY #: 6838041.8
YEAR: 2016
= 500'
N
EDR


INQUIRY #: 6838041.8
YEAR: 2012
= 500'
N
EDR


INQUIRY #: 6838041.8
YEAR: 2009
= 500'
N
EDR


INQUIRY #: 6838041.8
YEAR: 2006
= 500'
N
EDR


INQUIRY #: 6838041.8
YEAR: 1998
= 500'
N
EDR


INQUIRY #: 6838041.8
YEAR: 1993
= 500'
N
EDR


INQUIRY #: 6838041.8
YEAR: 1984
= 500'
N
EDR


INQUIRY #: 6838041.8
YEAR: 1982
= 500'
N
EDR


INQUIRY #: 6838041.8
YEAR: 1979
= 500'
N
EDR

Appendix C

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565

Inquiry Number: 6838041.4
January 28, 2022

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

01/28/22

Site Name:

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565
EDR Inquiry # 6838041.4

Client Name:

Krazan & Associates, Inc.
4320 Orange Grove Avenue Suite E
Sacramento, CA 95841
Contact: William Vick

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Krazan & Associates, Inc. were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:

P.O.# NA
Project: 034-22Pittsburg-BV

Coordinates:

Latitude:	37.998428 37° 59' 54" North
Longitude:	-121.866456 -121° 51' 59" West
UTM Zone:	Zone 10 North
UTM X Meters:	599525.85
UTM Y Meters:	4206246.75
Elevation:	101.07' above sea level

Maps Provided:

2018	1943
2015	1916, 1918
2012	1908, 1912
1994, 1997	1907
1978, 1980	1898
1973	1896
1968	
1953	

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2018 Source Sheets



Antioch South
2018
7.5-minute, 24000



Antioch North
2018
7.5-minute, 24000



Clayton
2018
7.5-minute, 24000



Honker Bay
2018
7.5-minute, 24000

2015 Source Sheets



Antioch South
2015
7.5-minute, 24000



Antioch North
2015
7.5-minute, 24000



Clayton
2015
7.5-minute, 24000



Honker Bay
2015
7.5-minute, 24000

2012 Source Sheets



Antioch South
2012
7.5-minute, 24000



Antioch North
2012
7.5-minute, 24000



Clayton
2012
7.5-minute, 24000



Honker Bay
2012
7.5-minute, 24000

1994, 1997 Source Sheets



Clayton
1994
7.5-minute, 24000
Aerial Photo Revised 1979



Honker Bay
1997
7.5-minute, 24000
Aerial Photo Revised 1997

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

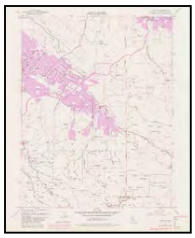
1978, 1980 Source Sheets



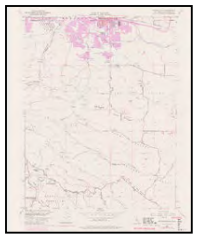
Antioch North
1978
7.5-minute, 24000
Aerial Photo Revised 1974



Honker Bay
1980
7.5-minute, 24000
Aerial Photo Revised 1979



Clayton
1980
7.5-minute, 24000
Aerial Photo Revised 1979



Antioch South
1980
7.5-minute, 24000
Aerial Photo Revised 1978

1973 Source Sheets



Antioch South
1973
7.5-minute, 24000
Aerial Photo Revised 1973



Honker Bay
1973
7.5-minute, 24000
Aerial Photo Revised 1973



Clayton
1973
7.5-minute, 24000
Aerial Photo Revised 1973

1968 Source Sheets



Antioch North
1968
7.5-minute, 24000
Aerial Photo Revised 1968



Antioch South
1968
7.5-minute, 24000
Aerial Photo Revised 1968



Honker Bay
1968
7.5-minute, 24000
Aerial Photo Revised 1968

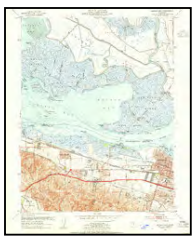


Clayton
1968
7.5-minute, 24000
Aerial Photo Revised 1968

1953 Source Sheets



Antioch South
1953
7.5-minute, 24000
Aerial Photo Revised 1949



Honker Bay
1953
7.5-minute, 24000
Aerial Photo Revised 1949



Clayton
1953
7.5-minute, 24000
Aerial Photo Revised 1949



Antioch North
1953
7.5-minute, 24000
Aerial Photo Revised 1949

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1943 Source Sheets



Mt. Diablo
1943
15-minute, 62500
Aerial Photo Revised 1937

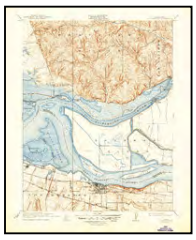
1916, 1918 Source Sheets



Lone Tree Valley
1916
7.5-minute, 31680



Honker Bay
1918
7.5-minute, 31680



Collinsville
1918
7.5-minute, 31680

1908, 1912 Source Sheets



Antioch
1908
15-minute, 62500

1907 Source Sheets

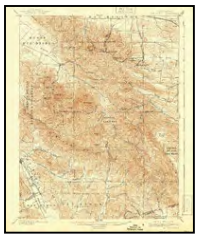


Antioch
1907
15-minute, 62500

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1898 Source Sheets

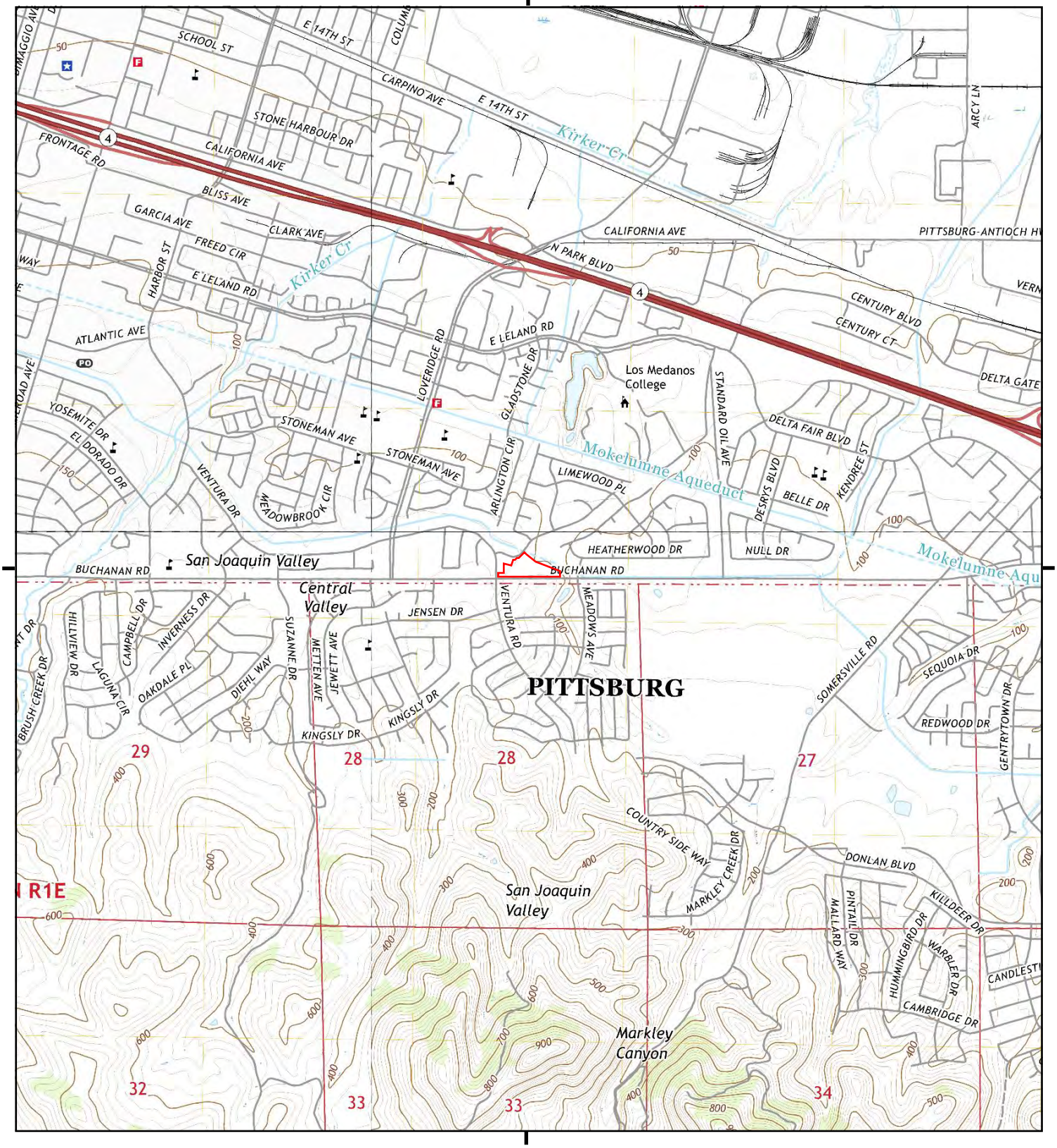


Mt. Diablo
1898
15-minute, 62500

1896 Source Sheets



Mt. Diablo
1896
15-minute, 62500



This report includes information from the following map sheet(s).

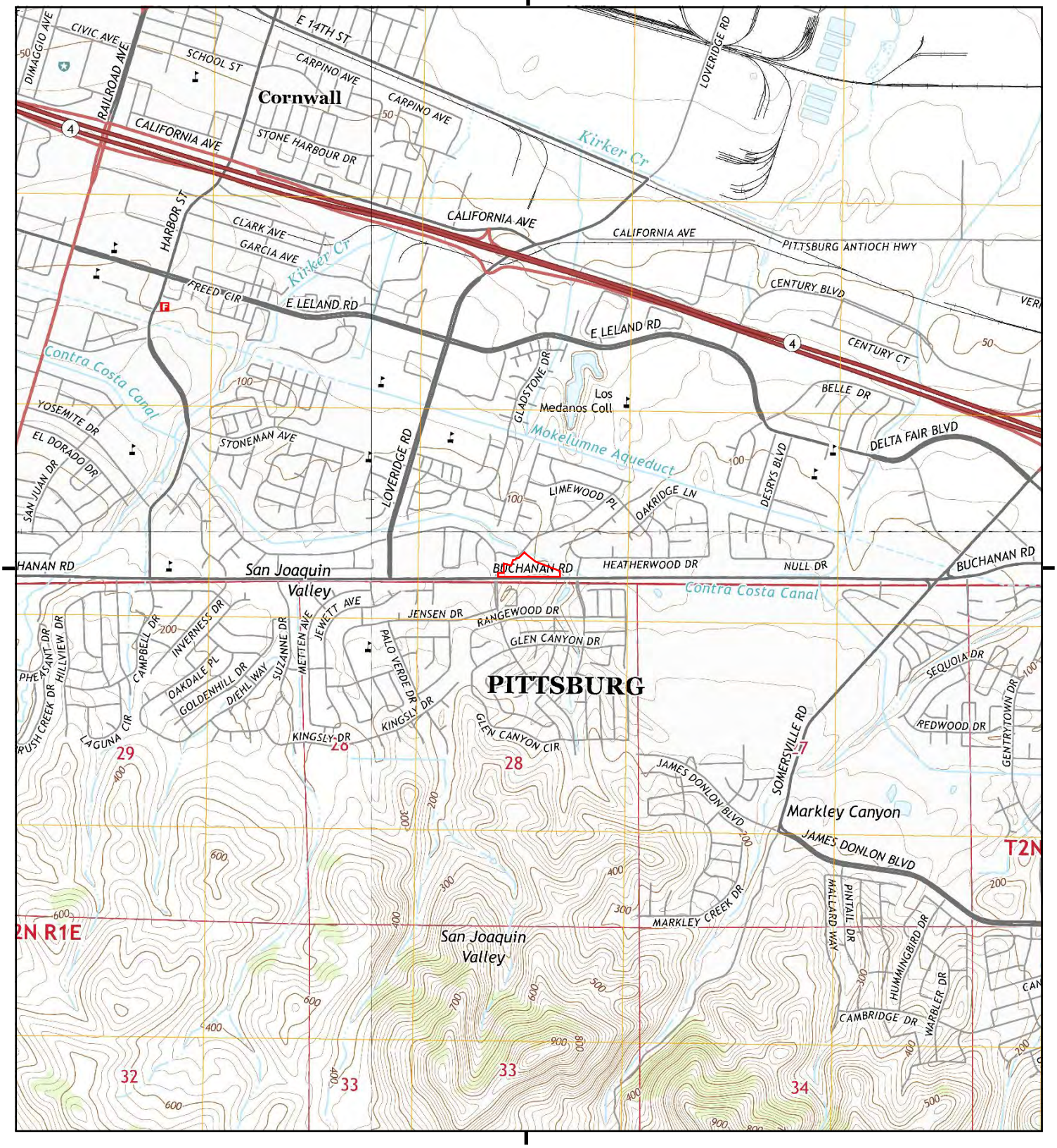
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Antioch South, 2018, 7.5-minute
NE, Antioch North, 2018, 7.5-minute
SW, Clayton, 2018, 7.5-minute
NW, Honker Bay, 2018, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

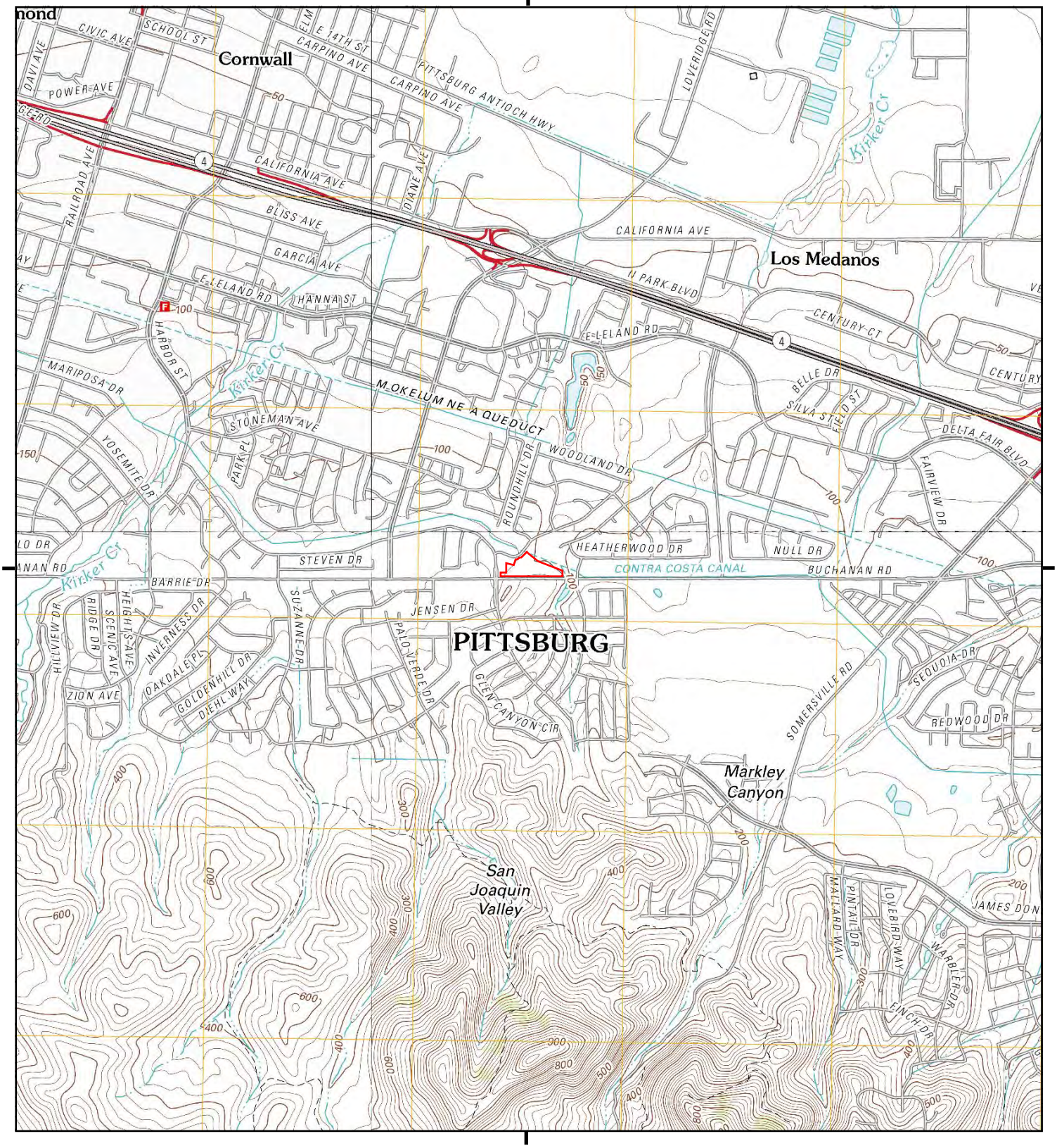
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Antioch South, 2015, 7.5-minute
NE, Antioch North, 2015, 7.5-minute
SW, Clayton, 2015, 7.5-minute
NW, Honker Bay, 2015, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

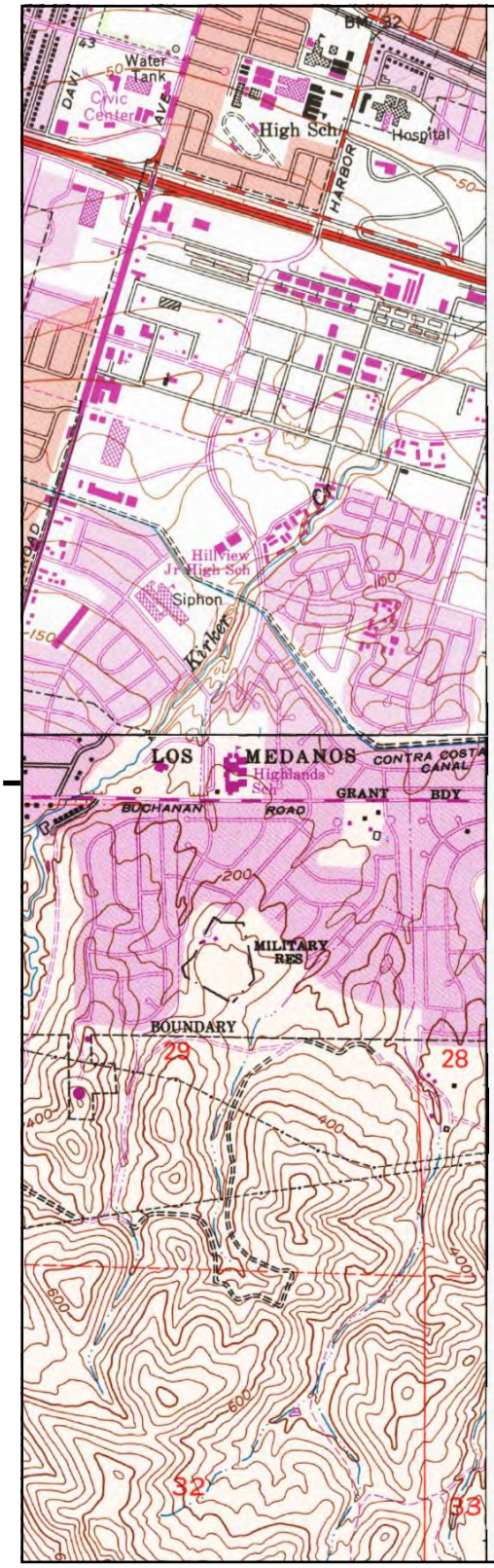
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Antioch South, 2012, 7.5-minute
NE, Antioch North, 2012, 7.5-minute
SW, Clayton, 2012, 7.5-minute
NW, Honker Bay, 2012, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



UNMAPPED

This report includes information from the following map sheet(s).

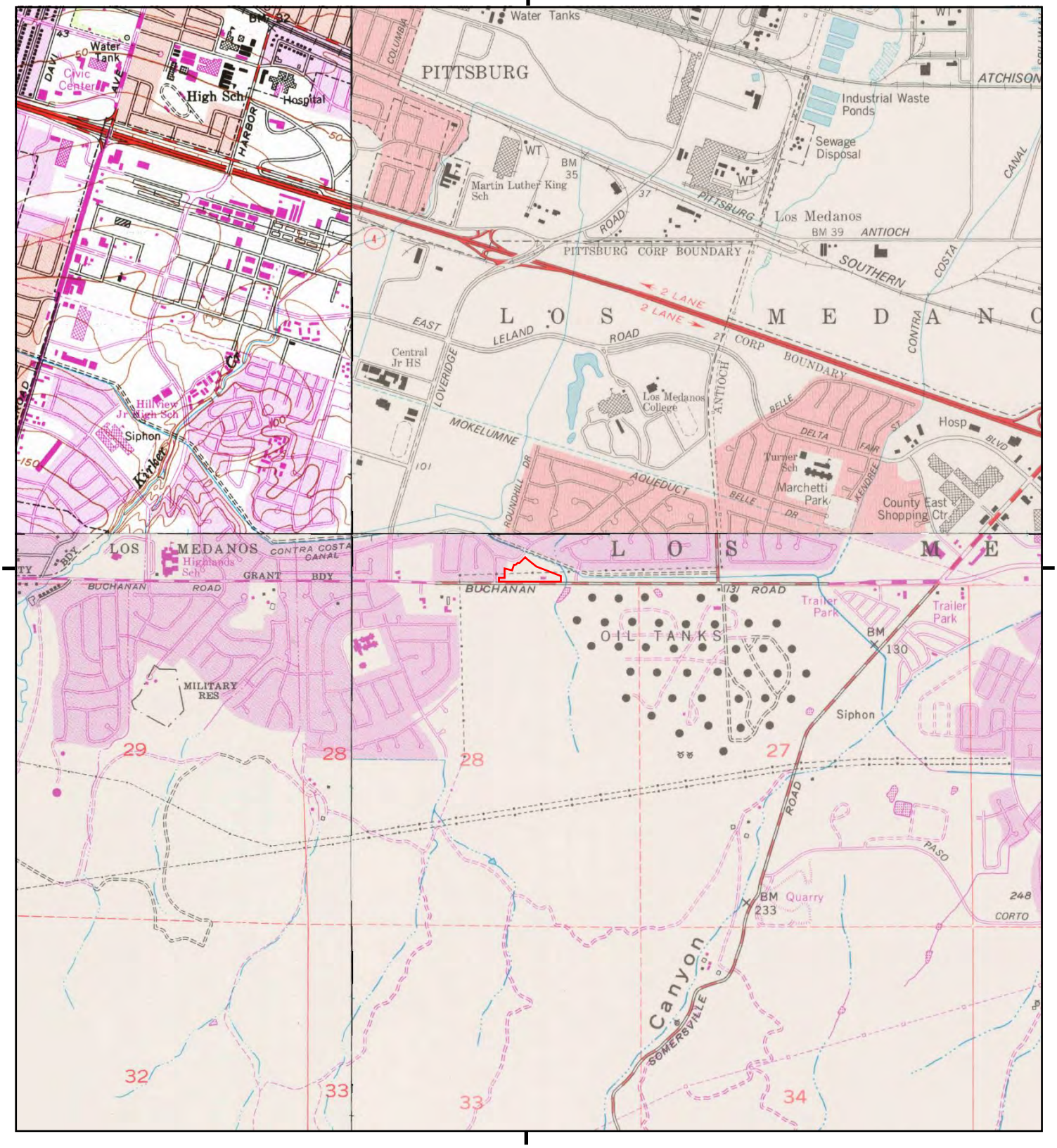
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

SW, Clayton, 1994, 7.5-minute
NW, Honker Bay, 1997, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

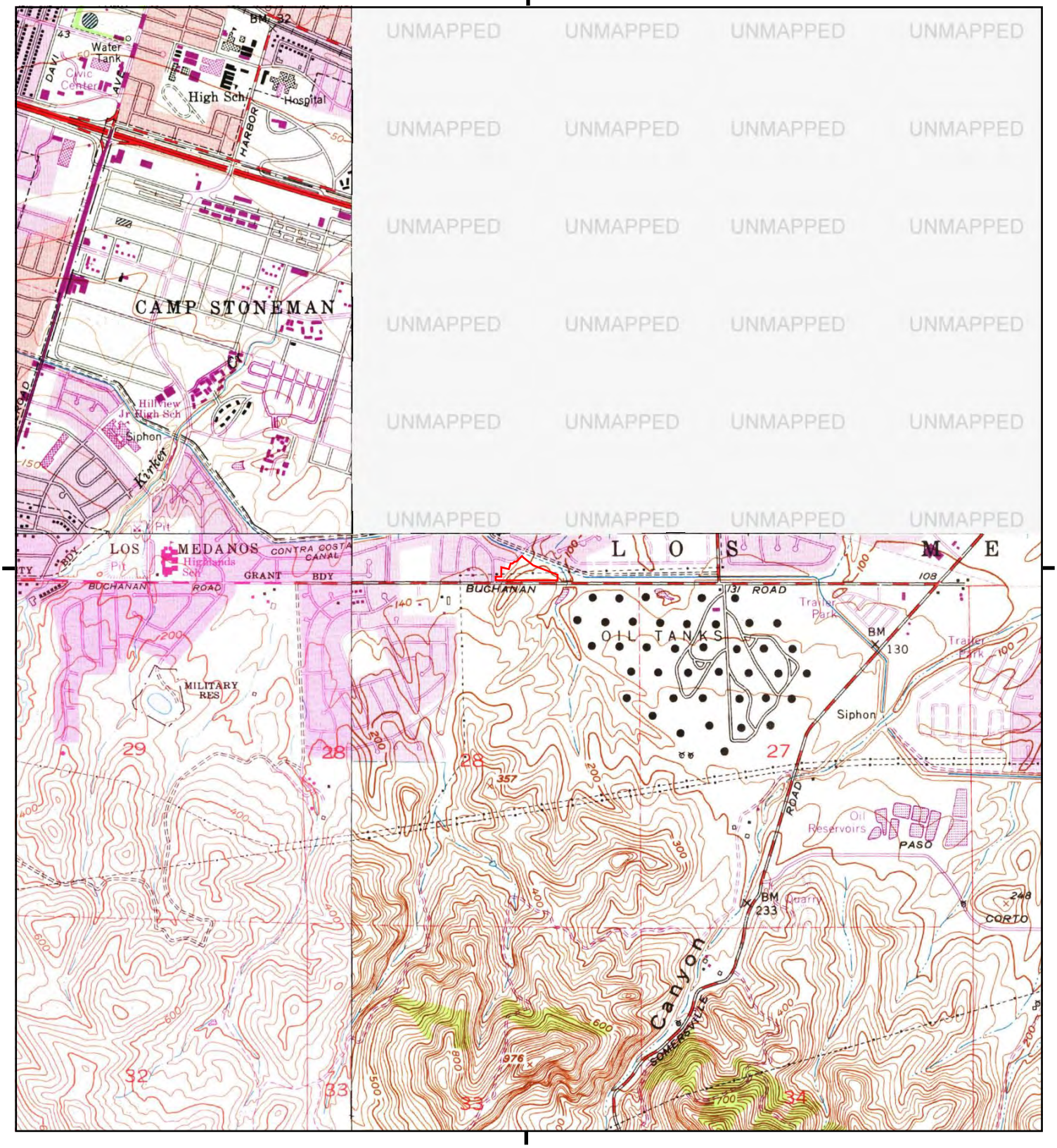
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Antioch South, 1980, 7.5-minute
NE, Antioch North, 1978, 7.5-minute
SW, Clayton, 1980, 7.5-minute
NW, Honker Bay, 1980, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

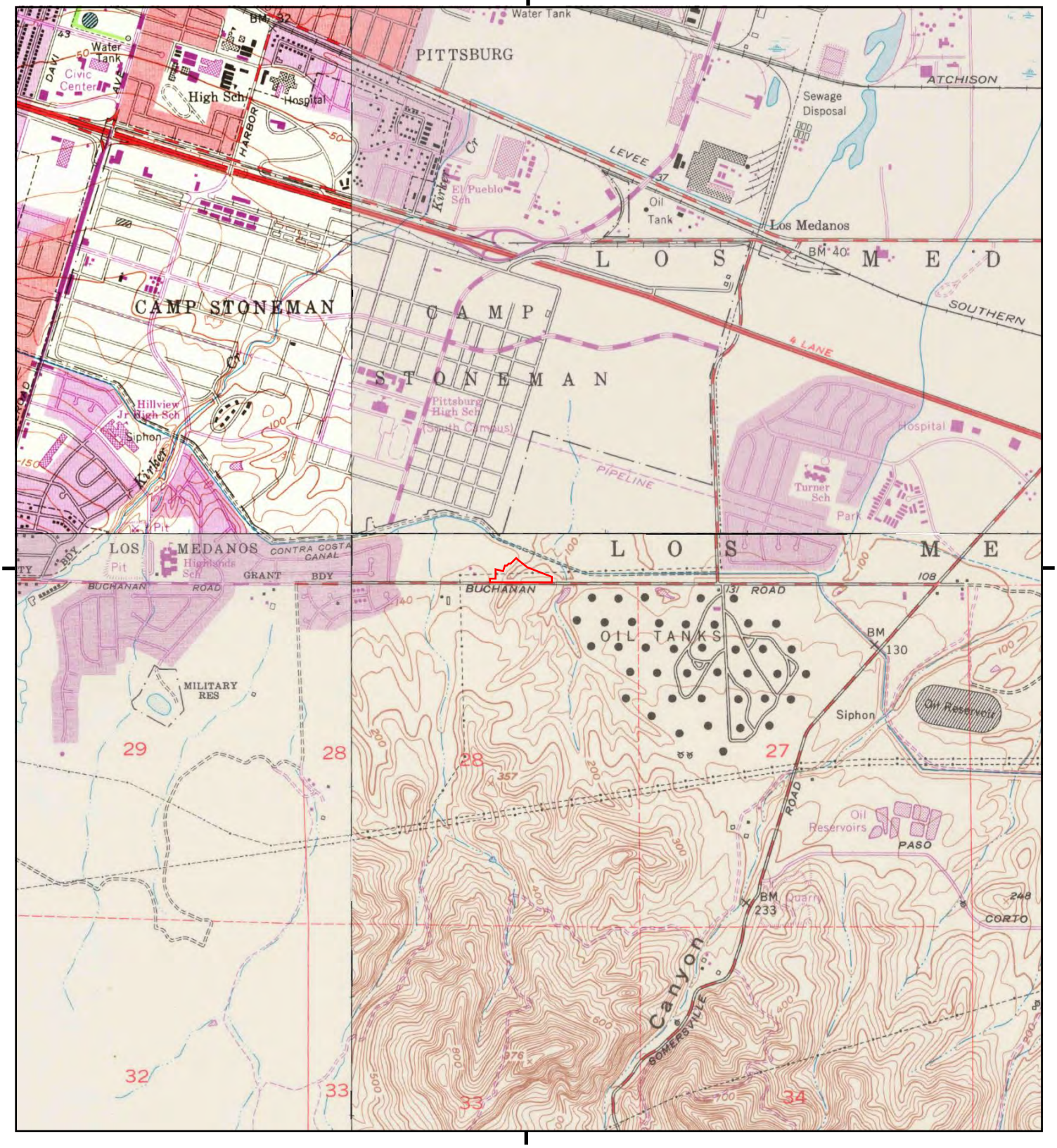
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Antioch South, 1973, 7.5-minute
SW, Clayton, 1973, 7.5-minute
NW, Honker Bay, 1973, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

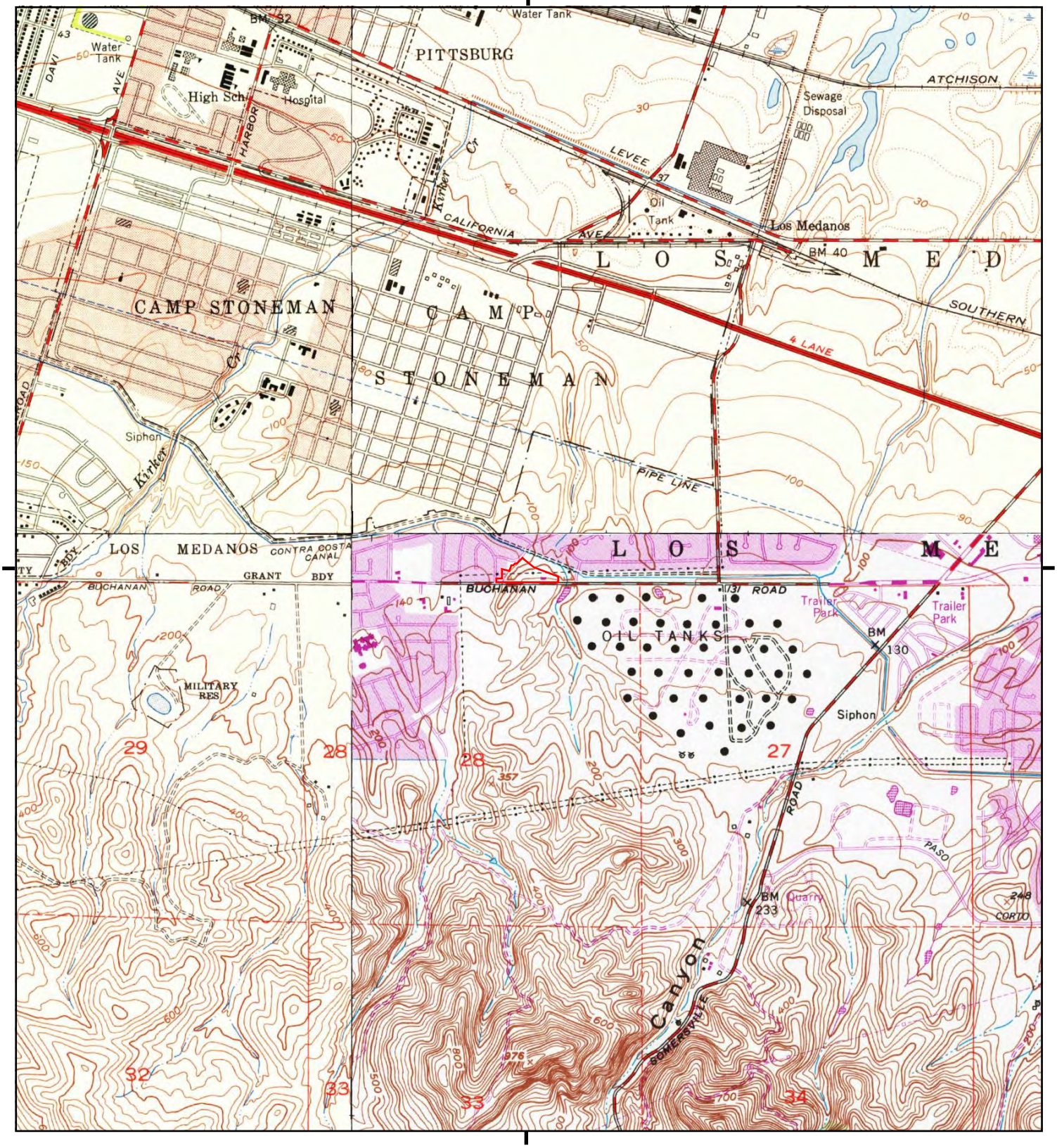
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Antioch South, 1968, 7.5-minute
NE, Antioch North, 1968, 7.5-minute
SW, Clayton, 1968, 7.5-minute
NW, Honker Bay, 1968, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

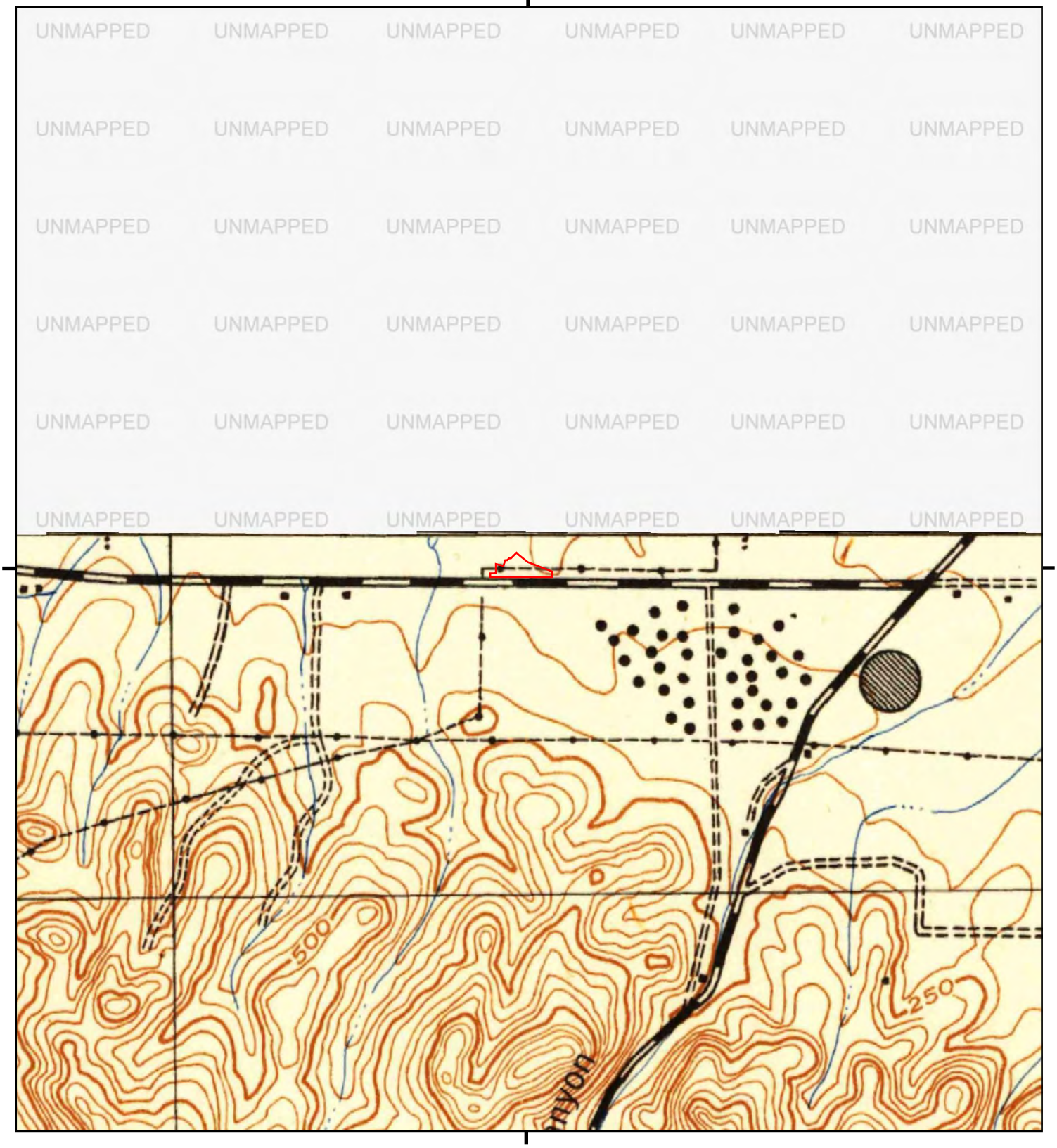
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Antioch South, 1953, 7.5-minute
NE, Antioch North, 1953, 7.5-minute
SW, Clayton, 1953, 7.5-minute
NW, Honker Bay, 1953, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

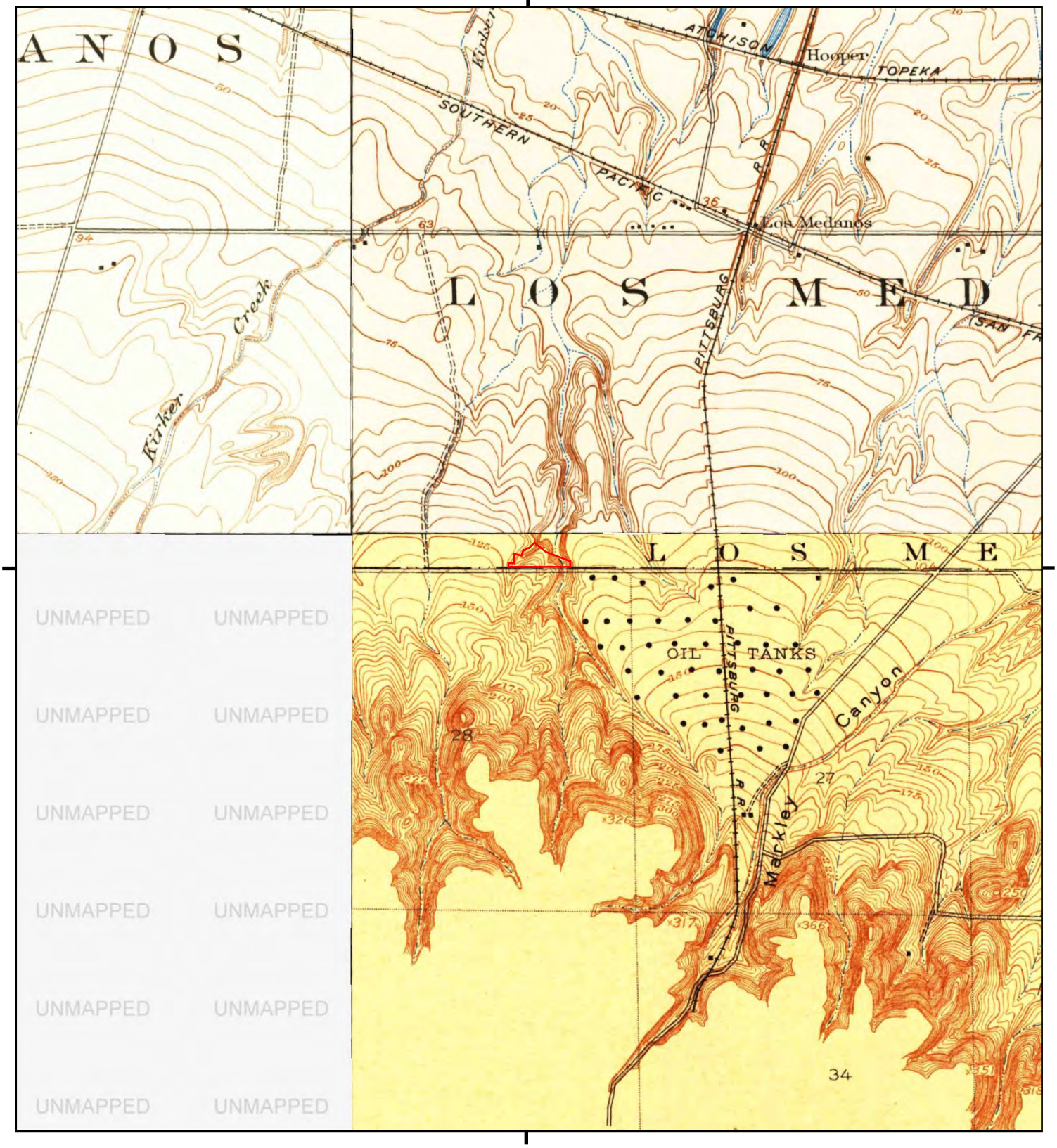
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Mt. Diablo, 1943, 15-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

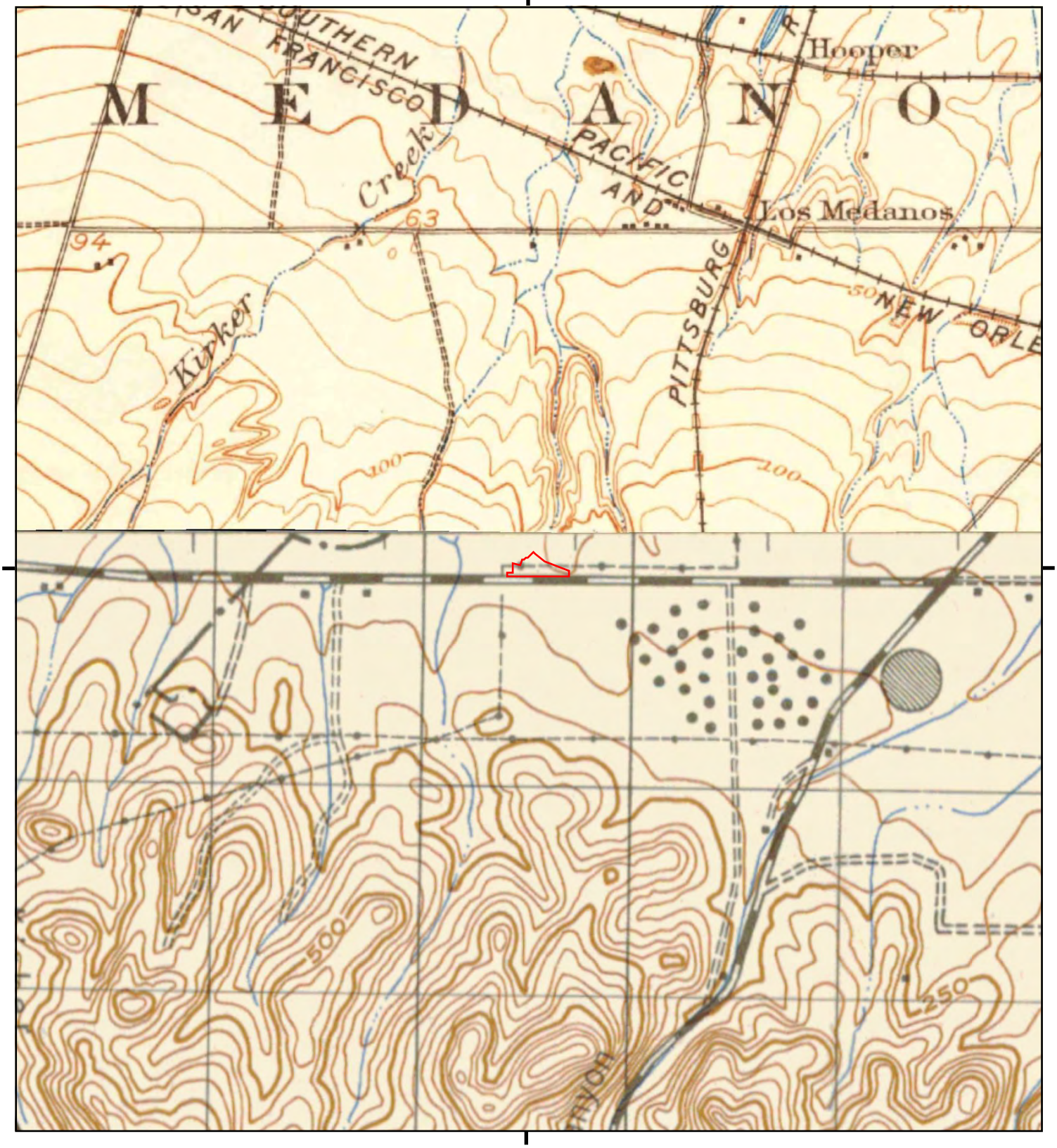
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Lone Tree Valley, 1916, 7.5-minute
NE, Collinsville, 1918, 7.5-minute
NW, Honker Bay, 1918, 7.5-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

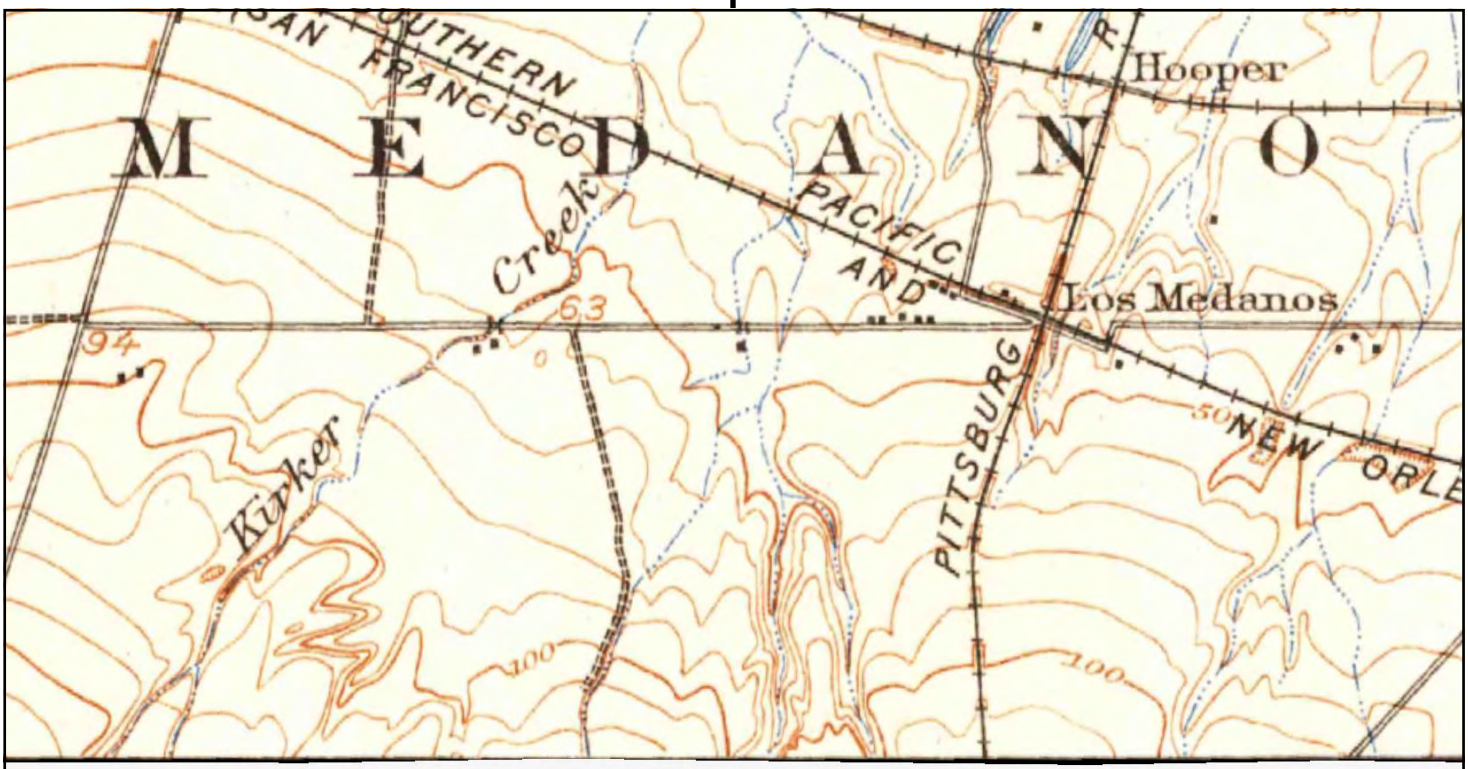
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, MT. DIABLO, 1912, 15-minute
N, Antioch, 1908, 15-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



UNMAPPED

This report includes information from the following map sheet(s).

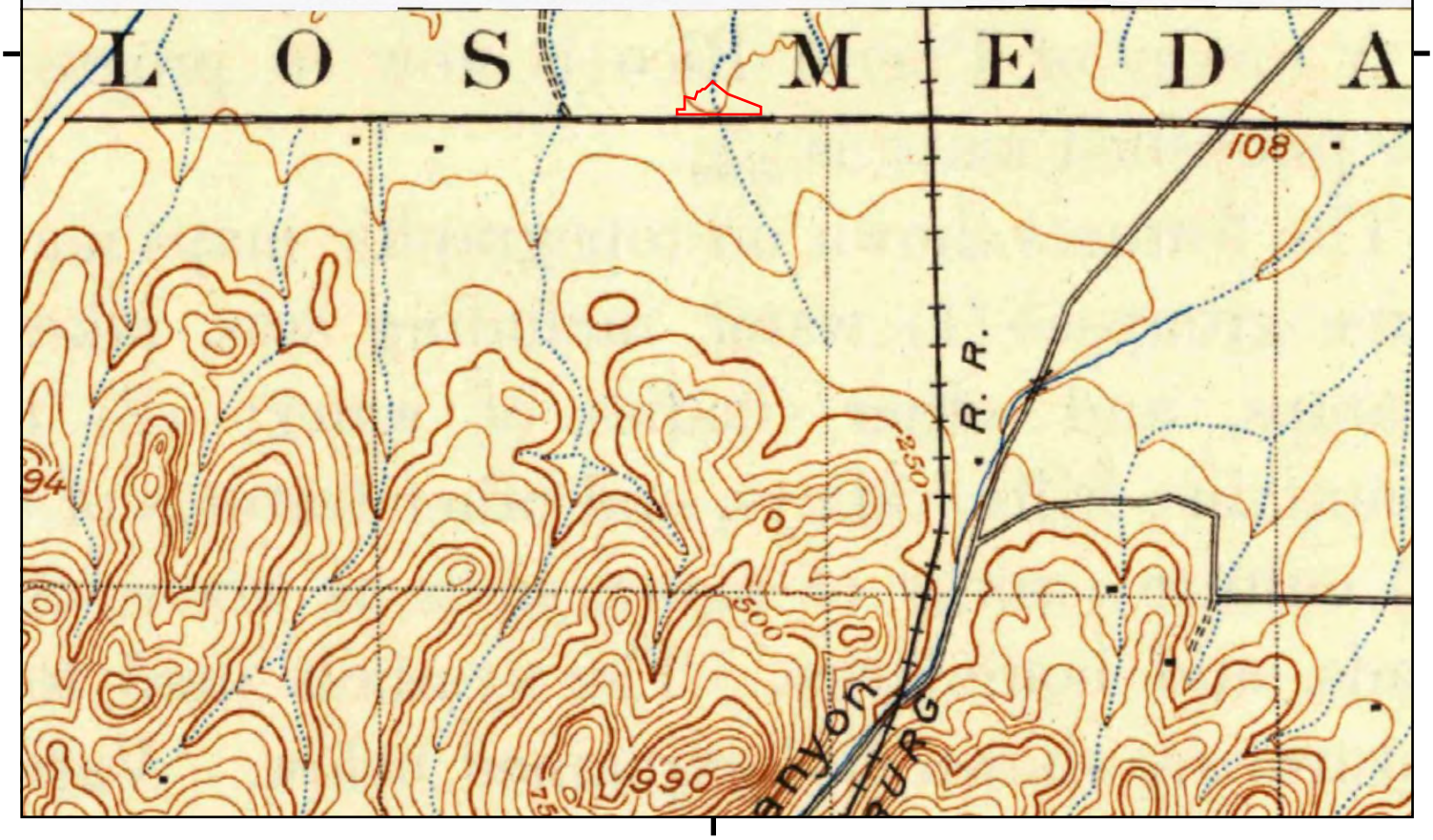
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

N, Antioch, 1907, 15-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

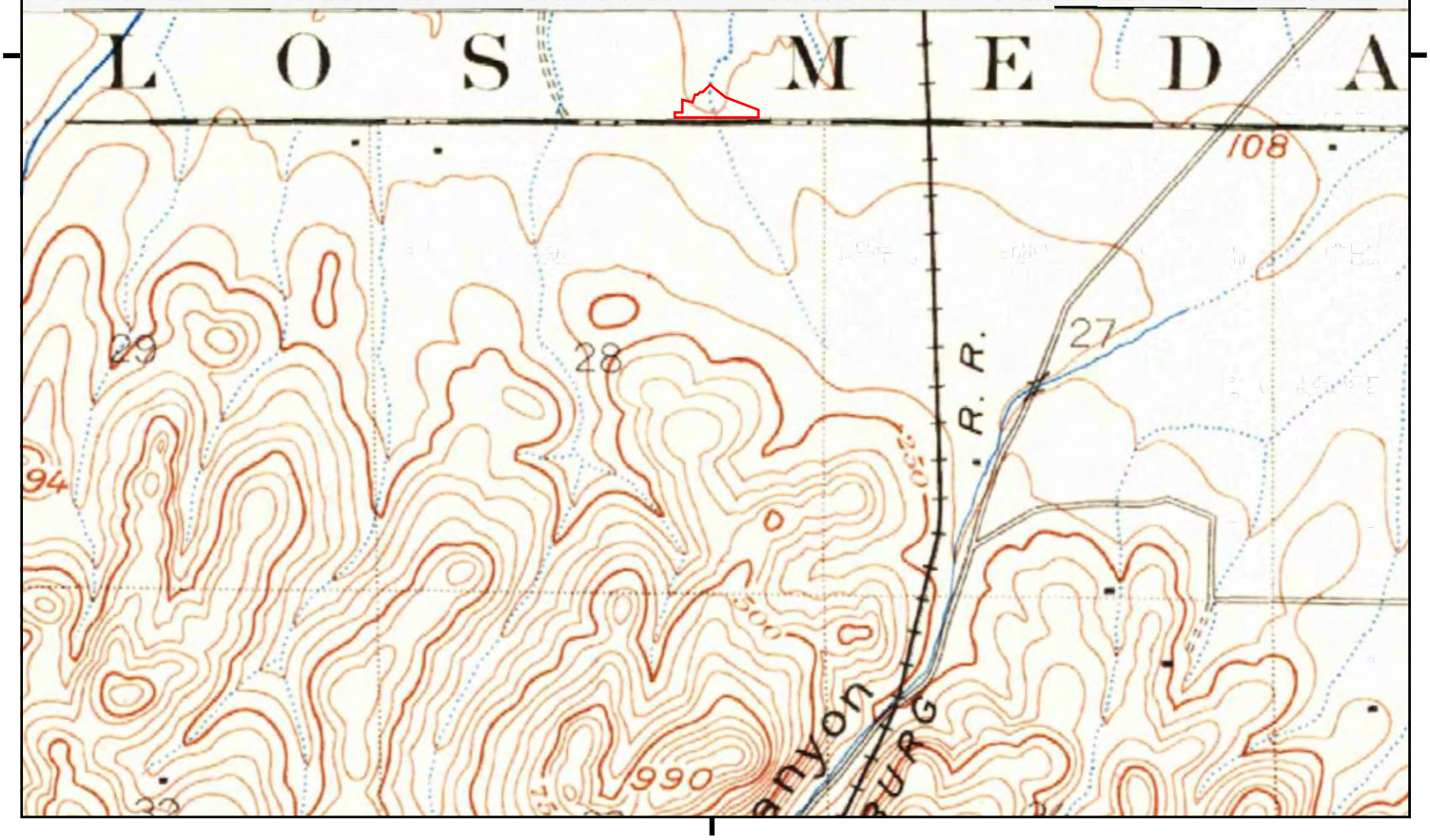
NW N NE
W E
SW S SE

TP, Mt. Diablo, 1898, 15-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N

UNMAPPED



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Mt. Diablo, 1896, 15-minute

SITE NAME: Proposed Commercial Property
ADDRESS: 1625 Buchanan Road
Pittsburg, CA 94565
CLIENT: Krazan & Associates, Inc.

N

Appendix D

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565

Inquiry Number: 6838041.5
February 02, 2022

The EDR-City Directory Image Report

EDR® Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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Data by
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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	Target Street	Cross Street	Source
2017	☑	☐	EDR Digital Archive
2014	☑	☐	EDR Digital Archive
2010	☑	☐	EDR Digital Archive
2005	☑	☐	EDR Digital Archive
2000	☑	☐	EDR Digital Archive
1995	☑	☐	EDR Digital Archive
1992	☑	☐	EDR Digital Archive
1990	☑	☐	Haines Criss-Cross Directory
1985	☑	☐	Haines Criss-Cross Directory
1980	☑	☐	Haines Criss-Cross Directory
1975	☑	☐	Haines Criss-Cross Directory

FINDINGS

TARGET PROPERTY STREET

1625 Buchanan Road
Pittsburg, CA 94565

Year	***CD Image***	***Source***
BUCHANAN RD		
2017	pg A2	EDR Digital Archive
2014	pg A4	EDR Digital Archive
2010	pg A6	EDR Digital Archive
2005	pg A8	EDR Digital Archive
2000	pg A10	EDR Digital Archive
1995	pg A13	EDR Digital Archive
1992	pg A15	EDR Digital Archive
1990	pg A16	Haines Criss-Cross Directory
1985	pg A17	Haines Criss-Cross Directory
1980	pg A18	Haines Criss-Cross Directory
1975	pg A19	Haines Criss-Cross Directory
1975	pg A20	Haines Criss-Cross Directory

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2017

100	MCHUGH, JOHN
105	HERNANDEZ, DAMACIO J
121	FENSTERMACHER, ANITA F
130	KRAMASZ, JESSE R
143	DESTEFANO, JOHN
170	GOLDSMITH, ROBERT D
180	DAVI, WILHELMINA
187	ALPALASI, QASEM
200	AGNIHOTRI, PRINCE
	ALGABA, ENRIQUE
	HINOJOSA, ROSALBA
	JAGGI, BAKSHO
	MCDONALD, MICHAEL R
	RAYS HAULING & JUNK REMOVAL
201	LEW, RONALD
220	MURILLO, ARNOLD
225	PARTIDA, JOSE J
240	SHORT, WILTON C
249	RUSSO, ANTHONY
260	SCHREINER, DOUGLAS J
273	EVANSON, PAIGE E
297	ROAY, DANNY A
1000	PEASE, DANIEL R
1315	PAPA MURPHYS TAKE N BAKE PIZZA
	STARBUCKS
1325	CRICKET AUTHORIZED AGENT
1329	COST U LESS
	COSTULESS INSURANCE
	COSTULESS INSURANCE CENTER
1331	ROUND TABLE PIZZA
1335	VIVA MEXICO GRILL & CANTINA
1339	VINTAGE LIQUORS
1343	SUBWAY
1347	S & S BARGIN CENTER
1349	HAIR & NAIL CREATIONS
	LATINOS AMERICAN
1353	GREAT AMERICAN DRY CLEANING ESTABLIS
1357	HIGHLAND DENTISTRY INC
1365	BAY EAST KARATEDO
1369	RALEYS
	WELLS FARGO BANK
1375	FOOD SOURCE
	NOB HILL FOODS
	RALEYS
	REDBOX
1379	CUTS PLUS
1383	PEOPLE FIRST INSURANCE
1399	STATE OF CALIFORNIA
	TSR INC
1600	SIERRA R V & BOAT STORAGE

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2017 (Cont'd)

1625 RICKYS CUTTING EDGE

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2014

100	CASILLAS, JOSE
105	HERNANDEZ, DAMACIO J
120	MARSHA, ANTROBUS
121	FENSTERMACHER, ANITA F
130	KRAMASZ, JESSE R
143	BELLECI, RITA S
160	HURTADO, FRANK L
165	MOORE, MARY
170	OCCUPANT UNKNOWN,
180	DAVI, WILHELMINA
187	ABDULLA, MOHAMED N
	COLEMAN, LINA
	CRUZ, MARY
	IVERSON, JACOB
	LEMAYGREEN, KERA
	RIGGS, THENESHA
	SMITH, S
200	HINOJOSO, RODRIGO
	JAGGI, BAKSHO
	OVIEDO, SOLEDAD
201	BOLOTAOLO, JOSE
	GUTU, MICHAEL
	LEW, RONALD
	PHAM, KHOI D
	THORSON, MONIKA
	TJERAHIAN, VAHE
210	MILLER, RACHEL
220	MURILLO, ARNOLD
225	COUCH, SARAH
	PARTIDA, JOSE J
240	OCCUPANT UNKNOWN,
249	RUSSO, THOMAS S
260	SCHREINER, DOUGLAS J
273	VETRANO, CARMEN K
295	SCARROW, BRETT G
297	ROAY, DANNY A
1000	OCCUPANT UNKNOWN,
	PARENT, NANCY L
1315	PAPA MURPHYS PIZZA
	STARBUCKS COFFEE
1317	CES PREMIER REAL ESTATE SERVICES
1325	BEAUTY PARADISE
1329	COST U LESS
1331	RESTAURANT
	ROUND TABLE PIZZA
1335	VIVA MEXICO
	VIVA MEXICO GRILL & CANTINA
1339	VINTAGE LIQUORS
1343	SUBWAY SANDWICHES
1347	S & S BARGIN CENTER

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2014 (Cont'd)

1349	LATINOS AMERICAN
1353	GREAT AMERICAN DRY CLEANING ESTABLIS
1357	HIGHLAND DENTISTRY INC
1365	EAST BAY KARATEDO
1369	FOOD SOURCE
	WELLS FARGO
	WELLS FARGO BANK
1379	CUTS PLUS
1383	PEOPLE 1ST INSURANCE
	PEOPLE FIRST INSURANCE SERVICES
1600	SIERRA R V & BOAT STORAGE
1625	RICKYS CUTTING EDGE

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2010

100	BARLOW, DAVE
105	HERNANDEZ, DAMACIO
	MLM CARE HOME
120	ANTROBUS, VIRGINIA C
121	FENSTERMACHER, ANITA F
130	OCCUPANT UNKNOWN,
143	LEFRAK, ZELDA B
160	HURTADO, FRANK L
165	MOORE, CHARLES S
170	GOLDSMITH, ROBERT D
180	DAVI, PATRICIA W
187	ABDULLA, MOHAMED N
	AMERLA, TASHARIE
200	ALFARO, SAMUEL C
	HINOJOSA, ROSALBA
	JAGGI, BAKSHO
201	HERNANDEZ, OCTAVIO M
	LEW, KENNETH N
220	OCCUPANT UNKNOWN,
225	OCCUPANT UNKNOWN,
240	SHORT, WILTON C
	WILTIN INTERNATIONAL
249	HERNANDEZ, BELINDA G
255	PARTIDA, JOSE J
260	BROWN, BONNIE N
273	VETRANO, CARMEN K
295	SCARROW, BRETT G
297	ROAY, DANNY
1000	OCCUPANT UNKNOWN,
	PARENT, NANCY L
	PEASE, DANIEL R
1315	STARBUCKS
1325	DOLLAR VALUE
1329	COSTULESS INSURANCE CTR
1331	ROUND TABLE PIZZA
1335	VIVA MEXICO GRILL & CANTINA
1339	VINTAGE LIQUORS
1343	SUBWAY
1347	CURVES
	S & S BARGAIN CTR
1349	HAIR & NAIL CREATIONS
1353	GREAT AMERICAN DRY CLEANING
1365	EAST BAY KARATEDO
1369	WELLS FARGO BANK
1375	RALEYS
	RALEYS PHARMACY
1379	CUTS PLUS
1383	PEOPLE FIRST INSURANCE SVC
1600	SIERRA PACIFIC RV & BOAT
1625	HIGHLAND GARDEN CTR & ROCK

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2010 (Cont'd)

1625 HIGHLAND ROCK CITY INC

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2005

100	BARLOW, DAVE
105	ROSS, HANUNAH H
120	ANTROBUS, VIRGINIA C
121	FENSTERMACHER, ANITA D
123	LANEY, HEATHER
130	DAVI, WILHELMINA P
143	PARKER, CLAUDIA P
160	MCCLURE, ANN M
165	MOORE, CHARLES S
170	GOLDSMITH, ROBERT D
180	OCCUPANT UNKNOWN,
187	ABDULLA, MOHAMED N
	BROOKS, SHAMOND
	GIBBS, ROBERT L
200	BAGHA, BALBIR P
	JAGGI, BAKSHO
	OCCUPANT UNKNOWN,
	PONTE, A
201	LEW, KENNETH N
211	BROWN, CHARLENE
217	SMITH, ALYSHIA
220	MARTINEZ, LEE
225	PARTIDA, JOSE J
237	SINGH, SOHAN
240	OCCUPANT UNKNOWN,
	WILTIN INTERNATIONAL
249	HERNANDEZ, BELINDA G
260	SHORT, WILTON C
273	VETRANO, CARMEN K
297	ROAY, DANNY
1000	BUCHANAN, JOANN K
	OCCUPANT UNKNOWN,
1317	SUMMOOM RESTAURANT
1329	COST U LESS INSURANCE CENTER
	COST U LESS INSURANCE CTR
1331	ROUND TABLE PIZZA
1335	EL CAZADOR RESTAURANT
	VIVA MEXICO
1339	VINTAGE LIQUORS
1343	PARTY FAVORS TO GO
1349	HAIR & NAIL CREATIONS
1353	GREAT AMERICAN DRY CLEANING ESTABLIS
1357	BARROS CREATIVE IMAGES
1363	ENTERTAINMENT USA
1365	EAST BAY KARATE DO
1369	EVERETT, SAMUEL O
	RALEYS PHARMACY # 335
	WELLS FARGO BANK
1375	RALEYS
1379	CUTS PLUS

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2005 (Cont'd)

1383 EAST BAY INSURANCE MART INC
1399 GENERAL INFO & PITTSBURG OFC
GENERAL INFO & PITTSBURG OFFICE
1600 SIERRA PACIFIC R V & BOAT STORAGE IN
1625 HIGHLAND GARDEN CENTER & ROCK CITY
HIGHLAND ROCK CITY INC
2360 CHEVRON PIPE LINE CO

BUCHANAN RD 2000

105 OCCUPANT UNKNOWN,
120 OCCUPANT UNKNOWN,
121 FENSTERMAC, OLIVER F
143 BELLECI, ZELDA A
160 MCCLURE, ANNE M
165 OCCUPANT UNKNOWN,
171 GABRIEL, DONICA
KHALEGHI, SIMIN
LAMAR, ALLAN
173 AHLUWALIA, M
BELSHE, EDWIN E
LOZANO, PATSY L
TALLWHITEMAN, GINGER
ZAMANI, DEBORAH A
175 HAX, DAVID B
TRAMMELL, JAKE C
177 LASTRA, DAVID M
THOMAS, V J
179 FOSS, CATHY L
TROEN, KENNY M
180 DAVI, MARY L
181 BURLISON, JEFFREY S
DUNN, MIKE L
IPPOLITO, RICKEY L
PASSEY, GORDON L
RICO, DAVID M
183 GARCIA, JUAN F
MATOS, LUIS
TAHERIAN, ARASH
185 DEEBLE, ERIKA B
GILBER, MICHAEL
KENDALL, LINDA L
STERLINO, JASON
187 BROOKS, SHAMOND
COMO, JAMES T
DAVIS, JAROD D
GIVENS, MICHAEL
GOMEZ, MIRNA
HOLMAN, LISA C
LARA, SERGIO
LAXAMANA, R D
MURILLO, CARMEN
NETTLES, LAURA M
STPIERRE, DEBORAH L
189 DAVI, F
KELLY, BOBBI J
STEAD, PAULA C
WHITE, HITOMI
193 ALFORD, BRADLEY W
DOVE, A

BUCHANAN RD 2000 (Cont'd)

193	GEE, MARY S
	SULLIVAN, KAREN S
	TRENT, HEATHER
195	BUTTERFIELD, MARK
	HEADSTROM, M
	SANCHEZ, E
	SHANNON, MIKE W
197	IWATA, J
	KIMMEL, DEBBIE
	PEARSON, G
199	DOUGLAS, JASON
	GNIEWEK, DENNIS J
	HACK, JENNY A
	MIU, TONY
	NED, LYDIA A
	NEDJONES, LYDIA A
	ROSE, ROBERT S
	STYLA, AGNES
200	BAGHA, BALBIR P
	CLEVENGER, CHAD
	STAR, PAMELA C
201	BATES, RONALD J
	CAMPEROS, GEORGIA
	LEW, BONNIE
	WEIDEMAN, SHELLI A
209	OCCUPANT UNKNOWN,
220	MURILLO, ARNOLD
223	NAVARRO, JAMIE G
225	AMADOR, MARTHA B
	FAUSTO, PEDRO S
	GONZALEZ, KATHY M
227	OCCUPANT UNKNOWN,
231	OCCUPANT UNKNOWN,
233	OCCUPANT UNKNOWN,
237	OCCUPANT UNKNOWN,
239	GRAY, SHANNON
249	OCCUPANT UNKNOWN,
260	OCCUPANT UNKNOWN,
273	VETRANO, FRANK A
295	OCCUPANT UNKNOWN,
297	COLOMBO, CARL
1000	BUCHANAN, W G
1315	UNIVERSAL SHELL
1317	SUN ON CHINESE RESTAURANT
1331	ROUND TABLE PIZZA
1339	VINTAGE LIQUORS
1343	PARTY FAVORS TO GO
1347	MED MART
1349	HAIR & NAIL CREATIONS
1353	GREAT AMERICAN DRY CLEANING ESTABLISHMENT THE

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 2000 (Cont'd)

1357 BARROS CREATIVE IMAGES
CREATIVE IMAGES
1363 ENTERTAINMENT USA
1369 RALEYS SUPERMARKETS & DRUG CENTERS PITTSBURG STORE
WELLS FARGO BANK BRANCH OFFICES
1379 CUTS PLUS
1399 CALIFORNIA STATE OF MOTOR VEHICLES DEPARTMENT
1600 SIERRA PACIFIC R V & BOAT STORAGE
1625 HIGHLAND GARDEN CENTER & ROCK CITY
HIGHLAND ROCK CITY INCORPORATED

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 1995

130	DAVI, S S
143	OCCUPANT UNKNOWNN
160	NELLIS, E
165	MOORE, OWEN C
170	MONTESINO, EDELSIO
187	MURILLO, CARMEN
200	HOYT, JACQUE
201	DELMONTE, MARY
	ELLIS, LUPE M
	WISLER, MICHAEL
203	OCCUPANT UNKNOWNN
205	CALDERON, EMILY L
207	OCCUPANT UNKNOWNN
209	BROWN, SUE M
211	OCCUPANT UNKNOWNN
215	MORGAN, D R
	VEGA, CARLOS
217	JONES, B K
219	ELCESER, MICHAEL
	NAZARETA, MONICA L
	SERRAN, PEDRO
220	MURILLO, ARNOLD
221	ABENOJA, N
	CORTEZ, RODRIGO
	GALLEGOS, S E
	SMITH, S L
	STGERMAIN, RAYMOND
223	ABRERA, LEON
	AGBAYANI, JOHN
	LEWIS, DAN
	LOGAN, MARY
225	JENNINGS, CLINTON
	LEAL, JOAQUIN JR
	TISCARENO, J
227	OCCUPANT UNKNOWNN
231	MOORE, W D
	RANEY, A
	SCHILLER, MIKE
233	HARDMAN, SHARON
	MAGUIRE, WILLIAM J
	PASTORINO, DEBBIE
	SIMPSON, RICHARD
235	DELANEY, GORDON
	FALCHETTA, DENISE
	JACKSON, PHILLIP
	MILLER, D
237	DELMONTE, KRISTIN
239	BLYTHE, J
	HATCH, CARL F
	TORRES, VICTOR

BUCHANAN RD 1995 (Cont'd)

239	URQUIZA, LAURA
	WARD, DONNA
249	PALOMINO, BELINDA G
260	IVES, LEROY P
273	VETRANO, FRANK A
297	COLOMBO, CARL
1000	BUCHANAN, WILLIAM E
	PEASE, DANIEL R
1315	SHELL BUCHANAN SVC
1317	SUN ON RESTAURANT
1321	DENNISS PET CTR
1329	MARTIES CERAMICS & DOLLS
1331	ROUND TABLE PIZZA
1335	EL CAZADOR RESTAURANT
1339	VINTAGE LIQUORS
1343	BILL BROWN INSURANCE
1347	ELEGANT FLORIST
1349	HAIR & NAIL CREATIONS
1353	GREAT AMERICAN DRY CLEANING
1357	BARROS CREATIVE IMAGES
1363	JOE TONG
1375	RALEYS SUPERSTORES
1379	CUTS PLUS
1383	ROSE ANNES BEAUTY SUPPLIES
1600	SIERRA PACIFIC RV & BOAT
1625	HIGHLAND GARDEN CTR
	HIGHLAND ROCK CITY INC

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BUCHANAN RD 1992

130	DAVI, SETTEMO
187	MURILLO, CARMEN
201	ELLIS, LUPE M
	GARBARINO, JOHN
205	DOWNEY, ROBERT P
207	IBAY, JOEL
215	ARROYO, JOSEPH M
217	JONES, B K
221	GREWAL, GURMUKH
225	HORWOOD, M
	TISCARENO, J
233	MAGUIRE, WILLIAM J
237	DELMONTE, KRISTIN
273	VETRANO, FRANK A
297	COLOMBO, CARL
1000	BUCHANAN, WILLIAM E
1100	THOMAS, WAYNE
1315	SHELL BUCHANAN SERV
1317	SUN ON RESTAURANT
1321	DENNISS PET CENTER
1331	ROUND TABLE PIZZA
1335	EL CAZADOR RSTRNT
1339	VINTAGE LIQUORS
1343	BROWN BILL INS
1349	JAZZY LASS 2
1353	GREAT AMER DRY CLNG
1357	BARROS CRTV IMAGES
1363	VIDEO OUTLET
1369	RALEYS SPRSTRS CMRA
1379	FANTASTIC SAMS
1399	CA ST MOTOR VEHCLS
1625	HIGHLAND GRDN CTR
	ROCK CITY HIGHLAND

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

BUCHANAN RD 1990

BUCHANAN RD 94565
PITTSBURG

100	XXXX	00	
120	ANTROBUS J E	439-8690	
130	DAVI Settemc	432-5356	
143	XXXX	00	
160	XXXX	00	
165	XXXX	00	
170	XXXX	00	
180	DAVI Mary L	432-2432	
187	MURILLO Carmen	439-5402	
200	ASCHERL W R	432-2511	
215	XXXX	00	
225	TISCARENO J	439-7564	+0
237	DELMONTE Kristin	427-1666	8
249	XXXX	00	
260	XXXX	00	
273	VETRANO Frank A	432-2281	
297	COLOMBO Carl	432-7589	
1800	BUCHANAN W G	432-7540	
A	BARRETT Edgar	432-7549	2
B	BUCHANAN Wm E	432-7263	
1100A	THOMAS Wayne	432-7552	9
1315	BUCHANAN Shali	427-1756	9
1317	★BUN ON RESTAURANT	439-3969	
1321	★DENNISS PET CENTER	427-7387	6
1325	XXXX	00	
1331	★ROUND TABLE PIZZA	432-1800	
1335	★ELCAZADOR RESTRNT	439-8126	4
1339	★VINTAGE LIQUORS	427-5468	1
1343	★BROWN BILL INS	432-7574	5
1349	★IMAGE DESIGNS	432-4862	9
1353	★GREAT AMER DRY CLNG	432-2402	
1357	★BARROE CRTV IMAGES	432-8000	4
	★CREATIVE IMAGES	432-8000	7
1383	★VIDEO OUTLET	427-5117	4
1365	XXXX	00	
1369	★RALEYS SPRSTRS CMRA	432-1580	6
	★RALEYS SPRSTRS GROC	432-1906	9
	★RALEYS SPRSTRS PHAR	432-1656	6
1375	XXXX	00	
1379	★FANTASTIC SAMS	427-2010	8
1383	★SCHWINN CITY	439-0664	+0
1399	★CA ST MOTOR VEHCLS	432-4744	7
1625	★HIGHLAND GRDN CTR	432-2282	
	★HIGHLAND ROCK CITY	432-0700	
	★ROCK CITY HIGHLAND	432-0709	3
★	20 BUS 25 RES	2 NEW	

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

BUCHANAN RD 1985

BUCHANAN RD 94565
PITTSBURG

100	XXXX	00	
120	ANTROBUS J E	439-8690	9
130	DAVI SETTEMO	432-6358	
143	XXXX	00	
160	XXXX	00	
165	XXXX	00	
170	XXXX	00	
180	DAVI MARY L	432-2432	
187	MURILLO AUGUSTINE	439-5402	
200	ASCHERL W R	432-2511	
225	MCGLASHAN H J	432-2619	
249	XXXX	00	
260	HARE DAVID M	439-8911	+5
273	VETRANO FRANK A	432-2281	
297	COLOMBO CARL	432-7589	
1000	BUCHANAN W G	432-7540	
A	BARRETT EDGAR	432-7549	2
B	BUCHANAN WM E	432-7263	
1315	XXXX	00	
1317	SUN&MGON	439-3959	0
1321	XXXX	00	
1325	UNITD RODL SVS INC	432-8000	1
1329	WOODS RERCY STUDIOS	427-9433	4
1331	ROUND TABLE PIZZA	432-1080	0
1335	ELCAZADOR RESTRNT	439-8128	4
1339	VINTAGE WINE&SPIRIT	427-5466	1
1343	BROWN SILL INS	432-7574	+5
1347	CENTURY 21	432-4721	2
	PAC FUNDING	432-4730	+5
1349	HIGHLAND HAIR WORKS	432-4882	0
1353	GPEAT AM DRY CLNG	432-2402	0
1357	BARROS CRTV IMAGES	432-8000	4
	MATSON HAL PHOTO	432-8000	0
1363	VIDEO OUTLET	427-5117	4
1365	RALEYS DPUG CNTR 75	432-1856	0
	RALEYS DRUG CNTS 75	432-1580	0
1369	XXXX	00	
1375	RALEYS SUPERMKTS 35	432-1960	0
1399	XXXX	00	
1600	MORGAN HOWARD N	427-1569	3
1625	HIGHLAND GRDN CTR	432-2262	
	HIGHLAND ROCK CITY	432-0700	
	RODK CITY HIGHLAND	432-0700	3
★	20 BUS 23 RES	3 NEW	

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

BUCHANAN RD 1980

BUCHANAN RD 94565
PITTSBURG

100	XXXX	00	
120	ANTROBUS J E	439-8690	9
130	DAVI SETTEMO	432-6356	
143	XXXX	00	
160	CLAWSON VERNOR	432-2447	
	PETER CHAS J	432-2447	
165	XXXX	00	
170	HANGES GEO	432-4415	
180	DAVI ANGELO V	432-2432	
	DAVI V A	432-2432	4
187	MURILLO AUGUSTINE	439-5402	5
200	ASCHERL W R	432-2511	
225	MCGLASHAN H J	432-2619	
249	MCCORMICK FRANK A	439-9392	6
273	VETRANO FRANK A	432-2281	
297	COLOMBO CARL	432-7589	
1000	BUCHANAN W G	432-7540	
B	BUCHANAN WM E	432-7263	
1100A	THOMAS WAYNE	432-7552	
1315★	ALLSTATE ROAD SERV	432-0145	6
1317★	SUN&MOON	439-3959	+0
1329★	AHHS BATHH BOUTIQUE	432-0423	+0
1331★	ROUHD TABLE PIZZA	432-1000	+0
1349★	HIGHLAHD HAIR WORKS	432-4862	+0
1353★	GREAT AM DRY CLNG	432-2402	+0
1357★	MATSON HAL PHOTO	432-6000	+0
1365★	RALEY6 DRUG CNTR 75	432-1656	+0
★	RALEYS DRUG CNTR 75	432-1680	+0
1375★	RALEYS SUPERMKT6 35	432-1900	+0
1600	XXXX	00	
1625★	HIGHLAHD GRDH CTR	432-2262	2
★	HIGHLAND ROCK CITY	432-0700	3
★	12 BUS 20 RES	9 NEW	

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

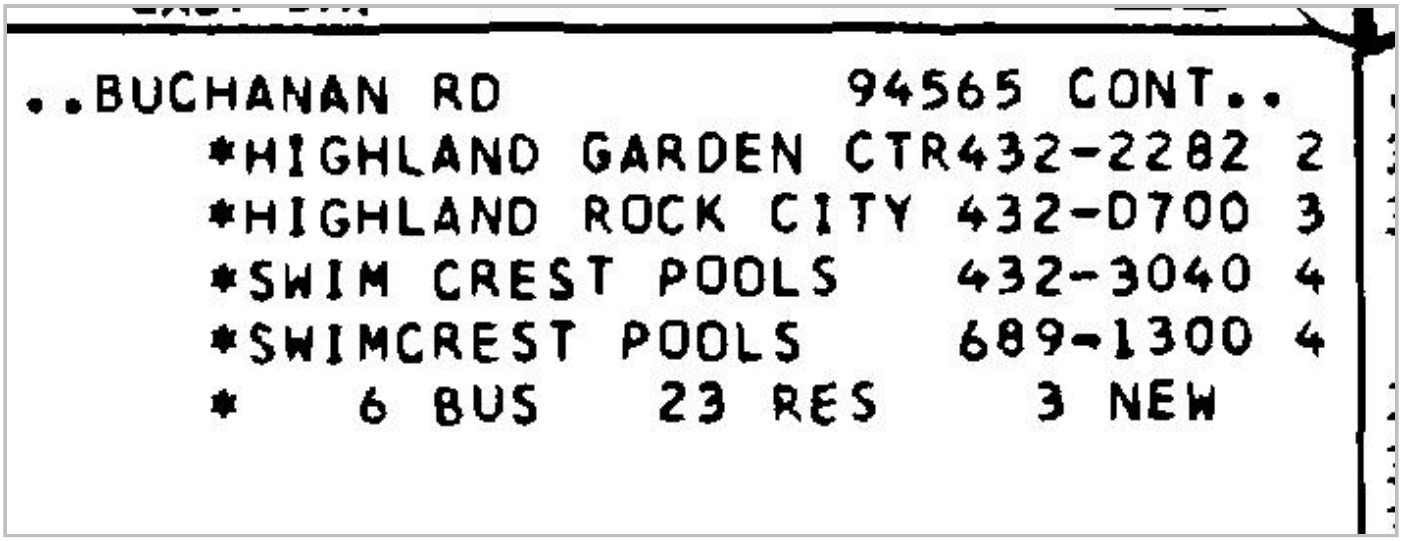
BUCHANAN RD 1975

BUCHANAN RD 94565 PITTSBURG

100	XXXX	00	
120	ANTROBUS J E	439-8690	
130	DAVI SETTEMO	432-6356	
143	BELLECI GERALO A	432-7192	3
160	CLAWSON VERNOR	432-2447	
	PETER CHAS J	432-2447	
165	HUNZINGER FRED	432-2059	
170	HANGES GEO	432-4415	
180	DAVI ANGELO V	432-2432	
	DAVI V A	432-2432	4
187	MURILLO AUGUSTINE	439-5402	+5
200	ASCHERL W R	432-2511	
201	LEW KENNETH	432-3695	
220	HANSEN RUSSELL D	432-0502	2
225	MCGLASHAN H J	432-2619	
249	XXXX	00	
273	VETRANO FRANK A	432-2281	
297	COLOMBO CARL	432-7589	
1000	BUCHANAN W G	432-7540	
A	BARRETT EDGAR	432-7549	
B	BUCHANAN WM E	432-7263	
1100A	THOMAS WAYNE	432-7552	
1315*	BUCHANAN ROAD SHELL	439-9200	+5
1600	RHONE CARL	432-0731	+5
1625*	CREST DUMP TRUCKING	689-1300	4

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

BUCHANAN RD 1975



..BUCHANAN RD 94565 CONT..
*HIGHLAND GARDEN CTR 432-2282 2
*HIGHLAND ROCK CITY 432-0700 3
*SWIM CREST POOLS 432-3040 4
*SWIMCREST POOLS 689-1300 4
* 6 BUS 23 RES 3 NEW

Appendix E

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565

Inquiry Number: 6838041.3
January 28, 2022

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

01/28/22

Site Name:

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565
EDR Inquiry # 6838041.3

Client Name:

Krazan & Associates, Inc.
4320 Orange Grove Avenue Suite E
Sacramento, CA 95841
Contact: William Vick

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Krazan & Associates, Inc. were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # B93E-4C5D-9DDC

PO # NA

Project 034-22Pittsburg-BV

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results

Certification #: B93E-4C5D-9DDC

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☑ Library of Congress
- ☑ University Publications of America
- ☑ EDR Private Collection

The Sanborn Library LLC Since 1866™

Limited Permission To Make Copies

Krazan & Associates, Inc. (the client) is permitted to make up to FIVE photocopies of this Sanborn Map transmittal and each fire insurance map accompanying this report solely for the limited use of its customer. No one other than the client is authorized to make copies. Upon request made directly to an EDR Account Executive, the client may be permitted to make a limited number of additional photocopies. This permission is conditioned upon compliance by the client, its customer and their agents with EDR's copyright policy; a copy of which is available upon request.

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This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

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Appendix F

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

PHASE I ENVIRONMENTAL SITE ASSESSMENT
PROPERTY OWNER INTERVIEW QUESTIONNAIRE

Date: January 28, 2022 Krazan Project Manager: Bill Vick

Project No: 034-22008 Project Name: Proposed Commercial Redevelopment Property

Site Address: 1625 Buchanan Road, Pittsburg, California 94565; APN 088-030-021

Interview With: Shashi Sharma

Telephone No: 408.569.3396 Fax No:

Knowledge of Previous Owner(s) and Phone Number? No

How are you associated with the subject property? Property Owner / Property Owner's Representative

How long have you been associated with the subject property? Approximate 6 years

What is the subject property currently used for? Lawn Moers Repair

Are there structures on the subject property? Yes How Many? Two

Do you know of any previous structures on the subject property? No

Do you have knowledge of the presence of underground storage tanks being located on the subject property either historically or currently? No

Do you have knowledge of the presence of aboveground storage tanks being located on the subject property either historically or currently? No

Do you have knowledge of the presence of imported soil on the subject property? If so, please indicate the origin/location of the imported soil. No

Do you know of any chemicals, hazardous materials, and/or environmentally persistent pesticides/herbicides being used, stored or discharged on the subject property? No

Do you know of any buried materials such as garbage dumps or burn pits located on the subject property?
No

Do you know of any septic systems located on the subject property (current or historical)? Yes ~~No~~
If yes, how many currently? No If yes, how many historically?

Do you know of any water wells located on the subject property (current or historical)? Yes ~~No~~
If yes, how many currently? No If yes, how many historically?

Do you know of any dry wells located on the subject property (current or historical)? Yes ~~No~~

Do you know of any environmental monitoring wells located on the subject property (current or historical)? **Yes** No

Do you know of any drainage or disposal ponds located on the subject property? No

Is the subject property connected to municipal water and sewer systems? Yes

Do you know of obvious indications pointing to the presence or likely presence of contamination of the subject property?
No

Do you have any concerns about adjacent property usage such as gasoline stations, industrial uses, or USTs/ASTs on adjacent properties? No

Are you aware of any environmental cleanup liens against the subject property that are filed or recorded under federal, tribal, state, or local law? No

Please list previous commercial and/or industrial (non-residential) tenants/occupants of the subject site/on-site buildings:
It was a nursery at one point.

Are you aware of any activity use limitations (AULs) such as engineering controls, land use restrictions, or institutional controls that are in place at the subject property and/or have been filed or recorded in a registry under federal, tribal, state, or local law?

No

Do you have any specialized knowledge or experience related to the subject property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the subject property or an adjacent property so that you would have specialized knowledge of the chemicals and processes used by this type of business?

No

Does the purchase price being paid for the subject property reasonably reflect the fair market value of the subject property?
Yes **No**

Do you know the past uses of the subject property? If so, briefly explain.

It was a nursery at one point.

Do you have knowledge of the current or historical presence of vehicle repair-related features (i.e., sumps, oil/water clarifiers, subsurface hydraulic vehicle hoists, etc.)?
If so, briefly explain.

No

Do you know of specific chemicals that are present or once were present at the subject property?
If so, briefly explain.

No

Do you know of spills or other chemical releases that have taken place at the subject property?
If so, briefly explain.

No

Do you know of spills or other chemical releases that have taken place at the subject property?

No

Are you aware of, or have you been notified of, any contamination issues to soil or groundwater either at the subject site or in the vicinity of the subject site?
If so, briefly explain.

No

What is the reason for preparation of this Phase I ESA? (Property purchase/sale; bank loan; proposed development; etc.)

We have applied for permit to the city and city requires it.

Name: Shashi Sharma
(Please Print)

Date: 02/01/2022

Signature: Shashi Sharma

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

PHASE I ENVIRONMENTAL SITE ASSESSMENT
PROPERTY OWNER INTERVIEW QUESTIONNAIRE

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Interview With: Shashi Sharma

Telephone No: 408.569.3396 Fax No:

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How long have you been associated with the subject property? Approximate 6 years

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Are there structures on the subject property? Yes How Many? Two

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Do you have knowledge of the presence of imported soil on the subject property? If so, please indicate the origin/location of the imported soil. No

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Do you know of any water wells located on the subject property (current or historical)? Yes ~~No~~
If yes, how many currently? No If yes, how many historically?

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No

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Does the purchase price being paid for the subject property reasonably reflect the fair market value of the subject property?
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Do you know of spills or other chemical releases that have taken place at the subject property?
If so, briefly explain.

No

Do you know of spills or other chemical releases that have taken place at the subject property?

No

Are you aware of, or have you been notified of, any contamination issues to soil or groundwater either at the subject site or in the vicinity of the subject site?
If so, briefly explain.

No

What is the reason for preparation of this Phase I ESA? (Property purchase/sale; bank loan; proposed development; etc.)

We have applied for permit to the city and city requires it.

Name: Shashi Sharma (Please Print)

Date: 02/01/2022

Signature: Shashi Sharma

Appendix G

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat

PERMIT NUMBER: 07-000-774583
PERMIT TO OPERATE

Permit Valid 07/01/12 thru 06/30/13

This is to certify that the owner and establishment shown have been granted permission to operate subject to compliance with all applicable laws and regulations. This permit is valid for the period shown above unless revoked or suspended for violation of applicable laws and/or regulations.

REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS/PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
255 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)	Permit #	Program Record #	Permit Fee Paid
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES	PT0029619	PR0058687	YES

IMMEDIATELY NOTIFY HAZARDOUS MATERIALS IF THERE ARE CHANGES IN FACILITY, OWNERSHIP, AND/OR BILLING ADDRESS(ES) BY CALLING (925) 335-3200.

THIS IS NOT AN INVOICE

VERIZON WIRELESS
DEBRA VOTH
255 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
HEALTH SERVICES

Contra Costa Health Services / Hazardous Materials Programs
4585 Pacheco Boulevard, Suite 100, Martinez, CA 94553
Telephone (925) 335-3200 FAX (925) 646-2073
WWW.CCHEALTH.ORG/GROUPS/HAZMAT
WILLIAM B. WALKER, M.D., **HEALTH SERVICES DIRECTOR** • RANDALL L. SAWYER, **DIRECTOR**

Hazardous Materials Business Plan Inspection/Compliance Checklist

FACILITY NAME	SITE ID	INSPECTION DATE
Verizon Wireless - Pittsburg Buchanan	774583	12/15/12

INSPECTION TYPE: Routine / Follow-Up / Other	VIOLATION CLASSIFICATIONS: M = Minor Cl I = Major Cl II = Medium / Repeat Minor

[redacted]

Viol Code	Authority	Requirement	Viol Class	Violation Due Date/ Violation Corrected
BP01	19CCR 2729.2	**Adequate submission / completion of Business Activities & Owner / Operator Identification Forms.** OK		
BP02	19CCR 2729.2	Adequate submission / completion of chemical inventory forms. OK		
BP03	19CCR 2729.4	**Maximum quantity of all hazardous materials stored on site in reportable quantities are listed in the HMBP.**		
BP04	19CCR 2729.5	Original signature on inventory forms for acutely hazardous materials ≥ Threshold Planning Quantities.		
BP05	19CCR 2729.2	**Adequate submission / completion of site map.** OK		
BP06	H&SC 25504	Adequate submission / completion / retention of written Emergency Response Plan. OK		
BP07	27CCR 15210 & H&SC 25404	**Full and timely payment of the HMBP program annual fee.**		
BP08	H&SC 25503.5	HMBP is maintained on-site or is accessible.		
BP09	H&SC 25504(c) & 19CCR 2732	**Initial employee training program for hazardous materials/emergency response implemented and adequate.**		
BP10	H&SC 25504(c) & 19CCR 2732	Annual hazardous materials/emergency response refresher component of the employee training program implemented and adequate.		
BP11	19CCR 2731(c) & H&SC 25503(e)(1)	**Procedures in place to mitigate, prevent or abate hazards to persons, property or the environment from a release or threatened release of hazardous materials. See back for Best Management Practices (BMP).**		
BP12	—	Other:		

See back for Best Management Practices (BMP)

Observation:

Verizon cell site that is under construction.
No hazardous materials on site yet

Business Plan, Chemical inventory, site map and response plan submitted 12/14/12.
Construction should start Spring 2013

No violations.

Total Time for Review and Inspection (in 15 minute increments): 4	☐ Notice to Comply	☐ Notice of Violation	☐ No Violations Observed
Facility Rep Initials Michael	CC Hazmat Initials WP	Date 12/15/12	

CONTRA COSTA
HEALTH SERVICES

Contra Costa Health Services / Hazardous Materials Programs
4585 Pacheco Boulevard, Suite 100, Martinez, CA 94553
Telephone (925) 335-3200 FAX (925) 646-2073
WWW.CCHEALTH.ORG/GROUPS/HAZMAT
WILLIAM B. WALKER, M.D., **HEALTH SERVICES DIRECTOR** • RANDALL L. SAWYER, **DIRECTOR**

INSPECTION COVER SHEET

FACILITY NAME	FACILITY ADDRESS	INSPECTION DATE
Verizon Wireless Pittsburg Buchanan	1625 Buchanan Rd	12/19/12
Contact Name Armand Delgado	**EPA ID** NA	**SITE ID** 774583
Contact Telephone 866-694-2415		

Program(s): (check all that apply)

☑ Hazardous Materials Release Response Plan / Business Plan (BP)	☐ Tiered Permitting (TP)
☐ Hazardous Waste Generator (HW)	☐ Green Business (GB)
☐ Underground Storage Tank (UST)	☐ Storm Water Program (SWP)
☐ Aboveground Petroleum Storage Act (APSA)	☐ California Accidental Release Prevention Program (CalARP)

CUPA Permit Current: Yes ☑ No ☐

REPRESENTATIVES PRESENT:

Name	Title	Organization
Neal Price	HMS	CCHSD-HMP

Facility Description/Comments:

Verizon cell site that is under construction.
No Hazardous Materials on site yet.

Construction should start Spring 2013

ISSUANCE OF NOTICES:

A **NOTICE TO COMPLY** or **NOTICE OF VIOLATION** is issued to identify conditions observed this day that are alleged to be violations of one or more sections of the California Health and Safety Code (HSC), the California Code of Regulations (CCR), Code of Federal Regulations (CFR), or Contra Costa County Code (CCC). The facility may be subject to reinspection at any time by Contra Costa Health Services Hazardous Materials Programs (CCHSHMP) to ensure that observed violations cited on the Notices are corrected. Failure to correct violations within the scheduled period provided may result in CCHSHMP citing the facility for continuing or additional violations. Issuances of Notices do not preclude CCHSHMP from taking any administrative, civil, or criminal action as a result of the violations noted. (See back)

CONSENT:

Consent includes inspecting hazardous material/waste handling areas, taking photographs, reviewing and copying documents, questioning personnel and sampling activities to determine compliance with applicable laws and regulations.

Facility Rep Mailed (Consent to inspect given by)	Facility Rep Signature Mailed	Date
CC Hazmat Rep Neal Price	CC Hazmat Signature Neal	Date 12/19/12

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat

PERMIT NUMBER: 07-000-774583
PERMIT TO OPERATE

Permit Valid 07/01/13 thru 06/30/14

This is to certify that the owner and establishment shown have been granted permission to operate subject to compliance with all applicable laws and regulations. This permit is valid for the period shown above unless revoked or suspended for violation of applicable laws and/or regulations.

REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS/PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
255 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)	Permit #	Program Record #	Permit Fee Paid
1 HMBP: 1K-10K LBS, 20+ EMPLOYEES	PT0029619	PR0058587	YES

IMMEDIATELY NOTIFY HAZARDOUS MATERIALS IF THERE ARE CHANGES IN FACILITY, OWNERSHIP, AND/OR BILLING ADDRESS(ES) BY CALLING (925) 335-3200.

THIS IS NOT AN INVOICE

VERIZON WIRELESS
DEBRA VOTH
255 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

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PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat

PERMIT NUMBER: 07-000-774583
PERMIT TO OPERATE

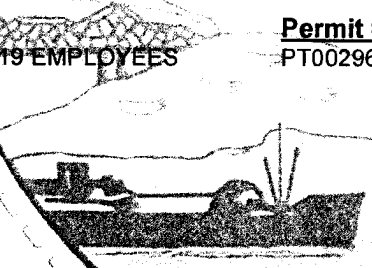
Permit Valid 07/01/14 thru 06/30/15

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REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS/PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
255 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)	Permit #	Program Record #	Permit Fee Paid
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES	PT0029619	PR0053687	YES





FOR CHANGES TO THE FACILITY, OWNERSHIP, AND/OR BILLING ADDRESS(ES), PLEASE LOG IN TO THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEM (CERS) AT http://cers.calepa.ca.gov AND RESUBMIT THE FACILITY INFORMATION SECTION.

THIS IS NOT AN INVOICE

ENVIRONMENTAL COMPLIANCE
255 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat

PERMIT NUMBER: 07-000-774583
PERMIT TO OPERATE

Permit Valid 7/1/2015 thru 6/30/2016

This is to certify that the owner and establishment shown have been granted permission to operate subject to compliance with all applicable laws and regulations. This permit is valid for the period shown above unless revoked or suspended for violation of applicable laws and/or regulations.

REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
255 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)	Permit #	Program Record #	Permit Fee Paid
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES	PT0029619	PR0058687	PAID

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ENVIRONMENTAL COMPLIANCE
255 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat

PERMIT NUMBER: 07-000-774583
PERMIT TO OPERATE

Permit Valid 7/1/2016 thru 6/30/2017

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ID # FA0033620
VERIZON WIRELESS PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
295 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES

Permit #
PT0029619

Program Record #
PR0058687

FOR CHANGES TO THE FACILITY, OWNERSHIP, AND/OR BILLING ADDRESS(ES), PLEASE LOG IN TO THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEM (CERS) AT http://cers.calepa.ca.gov AND RESUBMIT THE FACILITY INFORMATION SECTION.

THIS IS NOT AN INVOICE

ENVIRONMENTAL COMPLIANCE
295 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA HEALTH SERVICES

Contra Costa Health Services / Hazardous Materials Programs
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Telephone (925) 335-3200 FAX (925) 646-2073
WWW.CCHEALTH.ORG/GROUPS/HAZMAT
WILLIAM B. WALKER, M.D., HEALTH SERVICES DIRECTOR • RANDALL L. SAWYER, DIRECTOR

Hazardous Materials Business Plan Inspection/Compliance Checklist

FACILITY NAME	SITE ID	INSPECTION DATE
VERIZON WIRELESS PITTSBURG BUCHANAN	774583	10-25-2016

INSPECTION TYPE: (Routine) / Follow-Up / Other

VIOLATION CLASSIFICATIONS: M = Minor Cl I = Major Cl II = Medium / Repeat Minor

California Code of Regulations, Title 19, Division 2, Chapter 4, §2620 et al; Title 27, Div 1, Subdiv. 2, Chap. 1, Part II
California Health and Safety Code, Division 20, Chapter 6.95, §25404, §25500-25520

Viol Code	Authority	Requirement	Viol Class	Violation Due Date/ Violation Corrected
BP01	19CCR 2729.2	Adequate submission / completion of Business Activities & Owner / Operator Identification Forms. OK		
BP02	19CCR 2729.2	Adequate submission / completion of chemical inventory forms. OK		
BP03	19CCR 2729.4	Maximum quantity of all hazardous materials stored on site in reportable quantities are listed in the HMBP. OK		
BP04	19CCR 2729.5	Original signature on inventory forms for acutely hazardous materials ≥ Threshold Planning Quantities.		
(BP05)	19CCR 2729.2	Adequate submission / completion of site map. corrected	M	10-25-2016
BP06	H&SC 25504	Adequate submission / completion / retention of written Emergency Response Plan. OK		
BP07	27CCR 15210 & H&SC 25404	Full and timely payment of the HMBP program annual fee. OK		
BP08	H&SC 25503.5	HMBP is maintained on-site or is accessible. OK		
BP09	H&SC 25504(c) & 19CCR 2732	Initial employee training program for hazardous materials/emergency response implemented and adequate.		
BP10	H&SC 25504(c) & 19CCR 2732	Annual hazardous materials/emergency response refresher component of the employee training program implemented and adequate.		
BP11	19CCR 2731(c) & H&SC 25503(e)(1)	Procedures in place to mitigate, prevent or abate hazards to persons, property or the environment from a release or threatened release of hazardous materials. **See back for Best Management Practices (BMP).**		
BP12	—	Other:		

See back for Best Management Practices (BMP)

Observation:

CCHSHMP observed 1x 132 Gallon above ground storage tank holding diesel, 20x North star batteries, fire extinguisher, spill kit, broom and eye wash bottle. CCHSHMP reviewed the HMBP. The HMBP is maintained on site. Employee was provided training in 02/2016.

NOTICE TO COMPLY

1) BP05: THE FACILITY SITE MAPS DID NOT INCLUDE NORTH ORIENTATION.
OBSERVATION: CCHSHMP observed that the existing site maps did not include the north orientation. The cell technician corrected the violation during the inspection.
CORRECTIVE ACTION: No further action is required.

ENTERED

Total Time for Review and Inspection (in 15 minute increments): 120 min ☒ Notice to Comply ☐ Notice of Violation ☐ No Violations Observed

Facility Rep Initials M.R CC Hazmat Initials J.P. Date 10-25-2016

CONTRA COSTA HEALTH SERVICES

Contra Costa Health Services / Hazardous Materials Programs
4585 Pacheco Boulevard, Suite 100, Martinez, CA 94553
Telephone (925) 335-3200 FAX (925) 646-2073
WWW.CCHEALTH.ORG/GROUPS/HAZMAT
WILLIAM B. WALKER, M.D., HEALTH SERVICES DIRECTOR • RANDALL L. SAWYER, DIRECTOR

INSPECTION COVER SHEET

FACILITY NAME	FACILITY ADDRESS	INSPECTION DATE
VERIZON WIRELESS PITTSBURG BUCHANAN	1625 BUCHANAN RD PITTSBURG, CA	10-25-2016
Contact Name JUAN (MANNY) ROMO	**EPA ID**	**SITE ID** 774583
Contact Telephone 707-775-7205		

Program(s): (check all that apply)

☒ Hazardous Materials Release Response Plan / Business Plan (BP)	☐ Tiered Permitting (TP)
☐ Hazardous Waste Generator (HW)	☐ Green Business (GB)
☐ Underground Storage Tank (UST)	☐ Storm Water Program (SWP)
☐ Aboveground Petroleum Storage Act (APSA)	☐ California Accidental Release Prevention Program (CalARP)

CUPA Permit Current: Yes ☒ No ☐

REPRESENTATIVES PRESENT:

Name	Title	Organization
JOHN PHAM	HMS	CCHSHMP
MANNY ROMO	CELL TECHNICIAN	VERIZON WIRELESS

Facility Description/Comments:

CCHSHMP WAS ON SITE TO CONDUCT THE HAZARDOUS MATERIALS BUSINESS PLAN (HMBP) PROGRAM INSPECTION. THE FACILITY IS A CELL SITE FOR VERIZON WIRELESS.

ISSUANCE OF NOTICES:

A **NOTICE TO COMPLY** or **NOTICE OF VIOLATION** is issued to identify conditions observed this day that are alleged to be violations of one or more sections of the California Health and Safety Code (HSC), the California Code of Regulations (CCR), Code of Federal Regulations (CFR), or Contra Costa County Code (CCC). The facility may be subject to reinspection at any time by Contra Costa Health Services Hazardous Materials Programs (CCHSHMP) to ensure that observed violations cited on the Notices are corrected. Failure to correct violations within the scheduled period provided may result in CCHSHMP citing the facility for continuing or additional violations. Issuances of Notices do not preclude CCHSHMP from taking any administrative, civil, or criminal action as a result of the violations noted. (See back)

CONSENT:

Consent includes inspecting hazardous material/waste handling areas, taking photographs, reviewing and copying documents, questioning personnel and sampling activities to determine compliance with applicable laws and regulations.

Facility Rep	MANNY ROMO (Consent to inspect given by)	Facility Rep Signature	Manny Romo	Date	10/25/2016
CC Hazmat Rep	JOHN PHAM	CC Hazmat Signature		Date	10-25-2016

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat
CCCHAZMAT@HSD.CCCOUNTY.US

PERMIT NUMBER: 07-000-774583
CERS ID: 10396993
PERMIT TO OPERATE

Permit Valid 7/1/2017 thru 6/30/2018

This is to certify that the owner and establishment shown have been granted permission to operate subject to compliance with all applicable laws and regulations. This permit is valid for the period shown above unless revoked or suspended for violation of applicable laws and/or regulations.

REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
295 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES

Program Record #
PR0058687

FOR CHANGES TO THE FACILITY, OWNERSHIP, AND/OR BILLING ADDRESS(ES), PLEASE LOG IN TO THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEM (CERS) AT http://cers.calepa.ca.gov AND RESUBMIT THE FACILITY INFORMATION SECTION.

THIS IS NOT AN INVOICE

ENVIRONMENTAL COMPLIANCE
295 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

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PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat
CCCHAZMAT@HSD.CCCOUNTY.US

PERMIT NUMBER: 07-000-774583
CERS ID: 10396993
PERMIT TO OPERATE

Permit Valid 7/1/2018 thru 6/30/2019

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REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
295 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES

Program Record #
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ENVIRONMENTAL COMPLIANCE
295 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)335-3200 FAX: (925)646-2073 www.cchealth.org/hazmat
CCCHAZMAT@CCHEALTH.ORG

PERMIT NUMBER: 07-000-774583
CERS ID: 10396993
PERMIT TO OPERATE

Permit Valid 7/1/2019 thru 6/30/2020

This is to certify that the owner and establishment shown have been granted permission to operate subject to compliance with all applicable laws and regulations. This permit is valid for the period shown above unless revoked or suspended for violation of applicable laws and/or regulations.

REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
295 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES

Program Record #
PR0058687

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VERIZON WIRELESS PITTSBURG BUCHANAN
ENVIRONMENTAL COMPLIANCE
295 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)655-3200 FAX: (925)646-2073 www.cchealth.org/hazmat
CCCHAZMAT@CCHEALTH.ORG

PERMIT NUMBER: 07-000-774583
CERS ID: 10396993
PERMIT TO OPERATE

Permit Valid 7/1/2020 thru 6/30/2021

This is to certify that the owner and establishment shown have been granted permission to operate subject to compliance with all applicable laws and regulations. This permit is valid for the period shown above unless revoked or suspended for violation of applicable laws and/or regulations.

REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
295 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES

Program Record #
PR0058687

FOR CHANGES TO THE FACILITY, OWNERSHIP, AND/OR BILLING ADDRESS(ES), PLEASE LOG IN TO THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEM (CERS) AT http://cers.calepa.ca.gov AND RESUBMIT THE FACILITY INFORMATION SECTION.

THIS IS NOT AN INVOICE

VERIZON WIRELESS PITTSBURG BUCHANAN
ENVIRONMENTAL COMPLIANCE
295 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA COUNTY
HAZARDOUS MATERIALS PROGRAMS
CERTIFIED UNIFIED PROGRAM AGENCY

4585 PACHECO BLVD., STE 100, MARTINEZ, CA 94553-2233
PHONE: (925)655-3200 FAX: (925)646-2073 www.cchealth.org/hazmat
CCHAZMAT@CCHEALTH.ORG

PERMIT NUMBER: 07-000-774583
CERS ID: 10396993
PERMIT TO OPERATE

Permit Valid 7/1/2021 thru 6/30/2022

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REGULATED FACILITY:
ID # FA0033620
VERIZON WIRELESS PITTSBURG BUCHANAN
1625 BUCHANAN RD
PITTSBURG, CA 94565

OWNER OF RECORD:
VERIZON WIRELESS
295 PARKSHORE DR
FOLSOM, 95630

Regulated Program(s)
1 HMBP: 1K-10K LBS, 0-19 EMPLOYEES

Program Record #
PR0058687

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VERIZON WIRELESS PITTSBURG BUCHANAN
ENVIRONMENTAL COMPLIANCE
295 PARKSHORE DR
FOLSOM, CA 95630

CONTRA COSTA HEALTH SERVICES

Contra Costa Health Services - Hazardous Materials Programs
4585 Pacheco Blvd., Suite 100, Martinez, CA 94553
Telephone: (925)335-3200 Fax: (925)646-2073
WWW.CCHEALTH.ORG/HAZMAT
cchazmat@hsd.cccounty.us
RANDALL L. SAWYER, CHIEF ENVIRONMENTAL HEALTH AND HAZARDOUS MATERIALS OFFICER

HAZARDOUS MATERIALS BUSINESS PLAN INSPECTION REPORT

California Health and Safety Code (HSC), Division 20, Chapter 6.95
California Code of Regulations (CCR), Title 19, Division 2, Chapter 4

FACILITY INFORMATION

BUSINESS NAME:	VERIZON WIRELESS PITTSBURG BUCHANAN	**CUPA FACILITY ID:**	774583
BUSINESS ADDRESS:	1625 BUCHANAN RD PITTSBURG, CA 94565	**CERS ID:**	10396993
		FACILITY ID:	FA0033620
BUSINESS PHONE:	(866)694-2415	**SENT TO:**	ARMAND.DELGADO@VERIZONWIRELESS.COM
BUSINESS OWNER:	VERIZON WIRELESS		
BUSINESS OPERATOR:	VERIZON WIRELESS		

INSPECTION INFORMATION

DATE OF INSPECTION:	MARCH 05, 2019	**INSPECTOR:**	MICHAEL DUNCAN
INSPECTION TYPE:	ROUTINE - ONGOING	**TITLE:**	HAZARDOUS MATERIALS SPECIALIST I
PROGRAM:	HMBP: 1K-10K LBS, 0-19 EMPLOYEES	**CONTACT:**	(925)335-3207
SERIAL NUMBER:	DAOEYSZX0		MICHAEL.DUNCAN@CCHEALTH.ORG

REPRESENTATIVES PRESENT

NAME	TITLE	ORGANIZATION
MANNY ROMO	FIELD TECH	VERIZON

GENERAL OBSERVATIONS

GENERAL OBSERVATIONS

ROUTINE HMBP INSPECTION OF AN UNMANNED CELL TOWER

REVIEWED CERS
ADEQUATE SITE MAP
ADEQUATE EMERGENCY RESPONSE PLAN
TRAINING OF MAINTENANCE TECHNICIANS UP TO DATE
INVENTORY ACCURATELY REPRESENTS WHAT WAS SEEN ON SITE

CONSENT: VERBAL AND OR WRITTEN CONSENT INCLUDES INSPECTING HAZARDOUS MATERIAL/WASTE HANDLING AREAS, TAKING PHOTOGRAPHS, REVIEWING AND COPYING DOCUMENTS, QUESTIONING PERSONNEL AND SAMPLING ACTIVITIES TO DETERMINE COMPLIANCE WITH APPLICABLE LAWS AND REGULATIONS.

MICHAEL DUNCAN, HAZARDOUS MATERIALS SPECIALIST I

MANNY ROMO, FIELD TECH

Contra Costa Health Services - Hazardous Materials Programs
4585 Pacheco Blvd., Suite 100, Martinez, CA 94553
Telephone: (925)655-3200 Fax: (925)646-2073
WWW.CCHEALTH.ORG/HAZMAT
cchazmat@cchealth.org
MATTHEW S. KAUFMANN, DIRECTOR OF HAZARDOUS MATERIALS PROGRAMS

HAZARDOUS MATERIALS BUSINESS PLAN INSPECTION REPORT

California Health and Safety Code (HSC), Division 20, Chapter 6.95
California Code of Regulations (CCR), Title 19, Division 2, Chapter 4

FACILITY INFORMATION

BUSINESS NAME:	VERIZON WIRELESS PITTSBURG BUCHANAN	**CUPA FACILITY ID:**	774583
BUSINESS ADDRESS:	1625 BUCHANAN RD	**CERS ID:**	10396993
	PITTSBURG, CA 94565	**FACILITY ID:**	FA0033620
BUSINESS PHONE:	(866)694-2415	**SENT TO:**	JUAN.ROMO@VERIZONWIRELESS.COM
BUSINESS OWNER:	VERIZON WIRELESS		
BUSINESS OPERATOR:	VERIZON WIRELESS		

INSPECTION INFORMATION

DATE OF INSPECTION:	JULY 22, 2021	**INSPECTOR:**	MICHAEL DUNCAN
INSPECTION TYPE:	ROUTINE - ONGOING	**TITLE:**	HAZARDOUS MATERIALS SPECIALIST II
PROGRAM:	HMBP: 1K-10K LBS, 0-19 EMPLOYEES	**CONTACT:**	(925)655-3207
SERIAL NUMBER:	DARFKH3ES		MICHAEL.DUNCAN@CCHEALTH.ORG

GENERAL OBSERVATIONS

ON SITE TO CONDUCT A ROUTINE HMBP INSPECTION OF A CELL TOWER

REVIEWED CERS
ADEQUATE SITE MAP
ADEQUATE EMERGENCY RESPONSE PLAN
TRAINING UP TO DATE
INVENTORY ACCURATELY REPRESENTS WHAT WAS SEEN ON SITE

CONSENT: VERBAL AND OR WRITTEN CONSENT INCLUDES INSPECTING HAZARDOUS MATERIAL/WASTE HANDLING AREAS, TAKING PHOTOGRAPHS, REVIEWING AND COPYING DOCUMENTS, QUESTIONING PERSONNEL AND SAMPLING ACTIVITIES TO DETERMINE COMPLIANCE WITH APPLICABLE LAWS AND REGULATIONS.



MICHAEL DUNCAN, HAZARDOUS MATERIALS SPECIALIST II

Appendix H

Proposed Commercial Property
1625 Buchanan Road
Pittsburg, CA 94565

Inquiry Number: 6838041.2s
January 28, 2022

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527-21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

1625 BUCHANAN ROAD
PITTSBURG, CA 94565

COORDINATES

Latitude (North):	37.9984280 - 37ˆ 59' 54.34''
Longitude (West):	121.8664560 - 121ˆ 51' 59.24''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	599528.3
UTM Y (Meters):	4206041.0
Elevation:	101 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	12008686 ANTIOCH SOUTH, CA
Version Date:	2018
Northeast Map:	12021565 ANTIOCH NORTH, CA
Version Date:	2018
Southwest Map:	12008696 CLAYTON, CA
Version Date:	2018
Northwest Map:	12021611 HONKER BAY, CA
Version Date:	2018

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140606
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
1625 BUCHANAN ROAD
PITTSBURG, CA 94565

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	VERIZON WIRELESS PIT	1625 BUCHANAN RD	CONTRA COSTA CO. SITE LIST		TP
A2	VERIZON WIRELESS PIT	1625 BUCHANAN ROAD (	CERS		TP
A3	VERIZON WIRELESS PIT	1625 BUCHANAN ROAD	FINDS		TP
B4	ALBERT D. SEENO CONS	1600 BUCHANAN RD	SWEEPS UST, HIST UST	Higher	54, 0.010, WSW
B5	SEENO CONSTRUCTION C	1600 BUCHANAN RD	LUST, HIST UST, Cortese, HIST CORTESE, CONTRA...	Higher	54, 0.010, WSW
6	YAP-CHIONGCO PAUL	1530 VENTURA DR	EDR Hist Auto	Higher	199, 0.038, WNW
C7	FOOD SOURCE #708	1375 BUCHANAN RD	RCRA NonGen / NLR	Higher	1047, 0.198, West
C8	FOOD SOURCE #708	1375 BUCHANAN RD	CONTRA COSTA CO. SITE LIST	Higher	1047, 0.198, West
C9	RALEY'S	1369 BUCHANAN RD	CONTRA COSTA CO. SITE LIST	Higher	1056, 0.200, West
C10	RALEY 375	1369 BUCHANAN RD	RCRA-SQG, FINDS, ECHO	Higher	1056, 0.200, West
C11	GREAT AMERICAN DRY C	1353 BUCHANAN RD	RCRA-SQG	Higher	1100, 0.208, West
C12	GREAT AMERICAN DRY C	1353 BUCHANAN RD	DRYCLEANERS, HAZNET, CONTRA COSTA CO. SITE LIST,...	Higher	1100, 0.208, West
C13	GREAT AMERICAN CLEAN	1353 BUCHANAN RD	RCRA NonGen / NLR	Higher	1100, 0.208, West
C14	SEENO ENTERPRISES LL	1353 BUCHAMAN	RCRA-LQG	Higher	1100, 0.208, West
C15	GREAT AMERICAN CLEAN	1353 BUCHANAN RD	RCRA-SQG	Higher	1100, 0.208, West
16	ESTEVEN CORTES	1382 VENTURA DRIVE	RCRA NonGen / NLR	Higher	1169, 0.221, WNW
C17	BUCHANAN	1331 BUCHANAN RD	CONTRA COSTA CO. SITE LIST, CERS	Higher	1204, 0.228, West
D18	MICHAEL CAIN	1884 HEATHERWOOD DRI	RCRA NonGen / NLR	Higher	1309, 0.248, East
D19	AT&T CORP. - WF1PT	1700 BUCHANAN RD	CONTRA COSTA CO. SITE LIST, CERS	Higher	1312, 0.248, East
E20	GREAT AMERICAN CLEAN	1317-1399 BUCHANAN R	CPS-SLIC, ENF, CERS	Higher	1321, 0.250, West
E21	SHELL	1315 BUCHANAN RD	LUST, SWEEPS UST, Cortese, HIST CORTESE, CONTRA...	Higher	1564, 0.296, West
22	STONEMAN ELEMENTARY	2929 LOVERIDGE ROAD	ENVIROSTOR, SCH	Lower	2318, 0.439, NW
F23	CHEVRON USA	2360 BUCHANON RD	SEMS-ARCHIVE, RCRA-LQG	Higher	2408, 0.456, East
F24	HIGHLANDS RANCH PHAS	2360 BUCHANAN ROAD	ENVIROSTOR, LUST, CPS-SLIC, VCP, CERS HAZ WASTE,...	Higher	2408, 0.456, East
25	PITTSBURG RIVERSIDE	1151 STONEMAN AVENUE	ENVIROSTOR, SCH	Lower	2623, 0.497, NW
G26	THE DOW CHEMICAL CO.	FOOT OF LOVERIDGE RO	ENVIROSTOR	Lower	5110, 0.968, North
G27	UNION CARBIDE, PITTS	2000 LOVERIDGE ROAD	HIST Cal-Sites	Lower	5126, 0.971, North
G28	PRAXAIR, INC - 935	2000 LOVERIDGE RD	RESPONSE, ENVIROSTOR, LUST, AST, CERS HAZ WASTE,...	Lower	5126, 0.971, North
29	G & K SERVICES, INC	1229 CALIFORNIA AVE	ENVIROSTOR, VCP, CERS HAZ WASTE, EMI, HIST...	Lower	5150, 0.975, North

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 9 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
VERIZON WIRELESS PIT 1625 BUCHANAN RD PITTSBURG, CA 94565	CONTRA COSTA CO. SITE LIST Facility Id: FA0033620	N/A
VERIZON WIRELESS PIT 1625 BUCHANAN ROAD (PITTSBURG, CA 94565	CERS	N/A
VERIZON WIRELESS PIT 1625 BUCHANAN ROAD PITTSBURG, CA 94565	FINDS Registry ID:: 110055810252	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Lists of Federal Delisted NPL sites

Delisted NPL ---------- National Priority List Deletions

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS ---------- Corrective Action Report

Lists of Federal RCRA TSD facilities

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Lists of Federal RCRA generators

RCRA-VSQG ---- RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ---- Land Use Control Information System
US ENG CONTROLS ---- Engineering Controls Sites List
US INST CONTROLS ---- Institutional Controls Sites List

Federal ERNS list

ERNS ---- Emergency Response Notification System

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF ---- Solid Waste Information System

Lists of state and tribal leaking storage tanks

INDIAN LUST ---- Leaking Underground Storage Tanks on Indian Land

Lists of state and tribal registered storage tanks

FEMA UST ---- Underground Storage Tank Listing
UST ---- Active UST Facilities
AST ---- Aboveground Petroleum Storage Tank Facilities
INDIAN UST ---- Underground Storage Tanks on Indian Land

Lists of state and tribal voluntary cleanup sites

INDIAN VCP ---- Voluntary Cleanup Priority Listing

Lists of state and tribal brownfield sites

BROWNFIELDS ---- Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ---- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT ---- Waste Management Unit Database
SWRCY ---- Recycler Database
HAULERS ---- Registered Waste Tire Haulers Listing
INDIAN ODI ---- Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 ---- Torres Martinez Reservation Illegal Dump Site Locations
ODI ---- Open Dump Inventory
IHS OPEN DUMPS ---- Open Dumps on Indian Land

EXECUTIVE SUMMARY

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL	Delisted National Clandestine Laboratory Register
SCH	School Property Evaluation Program
CDL	Clandestine Drug Labs
CERS HAZ WASTE	CERS HAZ WASTE
Toxic Pits	Toxic Pits Cleanup Act Sites
US CDL	National Clandestine Laboratory Register
PFAS	PFAS Contamination Site Location Listing
AQUEOUS FOAM	Former Fire Training Facility Assessments Listing

Local Lists of Registered Storage Tanks

CA FID UST	Facility Inventory Database
CERS TANKS	California Environmental Reporting System (CERS) Tanks

Local Land Records

LIENS	Environmental Liens Listing
LIENS 2	CERCLA Lien Information
DEED	Deed Restriction Listing

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
CHMIRS	California Hazardous Material Incident Report System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database

HIST FTTS ---- FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS ---- Incident and Accident Data
CONSENT ---- Superfund (CERCLA) Consent Decrees
INDIAN RESERV ---- Indian Reservations
FUSRAP ---- Formerly Utilized Sites Remedial Action Program
UMTRA ---- Uranium Mill Tailings Sites
LEAD SMELTERS ---- Lead Smelter Sites
US AIRS ---- Aerometric Information Retrieval System Facility Subsystem
US MINES ---- Mines Master Index File
ABANDONED MINES ---- Abandoned Mines
ECHO ---- Enforcement & Compliance History Information
UXO ---- Unexploded Ordnance Sites
DOCKET HWC ---- Hazardous Waste Compliance Docket Listing
FUELS PROGRAM ---- EPA Fuels Program Registered Listing
CA BOND EXP. PLAN ---- Bond Expenditure Plan
CUPA Listings ---- CUPA Resources List
EMI ---- Emissions Inventory Data
ENF ---- Enforcement Action Listing
Financial Assurance ---- Financial Assurance Information Listing
HAZNET ---- Facility and Manifest Data
ICE ---- ICE
HWP ---- EnviroStor Permitted Facilities Listing
HWT ---- Registered Hazardous Waste Transporter Database
MINES ---- Mines Site Location Listing
MWMP ---- Medical Waste Management Program Listing
NPDES ---- NPDES Permits Listing
PEST LIC ---- Pesticide Regulation Licenses Listing
PROC ---- Certified Processors Database
Notify 65 ---- Proposition 65 Records
UIC ---- UIC Listing
UIC GEO ---- UIC GEO (GEOTRACKER)
WASTEWATER PITS ---- Oil Wastewater Pits Listing
WDS ---- Waste Discharge System
WIP ---- Well Investigation Program Case List
MILITARY PRIV SITES ---- MILITARY PRIV SITES (GEOTRACKER)
PROJECT ---- PROJECT (GEOTRACKER)
WDR ---- Waste Discharge Requirements Listing
CIWQS ---- California Integrated Water Quality System
NON-CASE INFO ---- NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS ---- OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS ---- PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT ---- SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ ---- Well Stimulation Project (GEOTRACKER)
MINES MRDS ---- Mineral Resources Data System
HWTS ---- Hazardous Waste Tracking System

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP ---- EDR Proprietary Manufactured Gas Plants
EDR Hist Cleaner ---- EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF ---- Recovered Government Archive Solid Waste Facilities List

RGA LUST ---------- Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 10/20/2021 has revealed that there is 1 SEMS-ARCHIVE site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON USA Site ID: 0900053 EPA Id: CAD000629170	***2360 BUCHANON RD***	***E 1/4 - 1/2 (0.456 mi.)***	***F23***	***107***

Lists of Federal RCRA generators

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 09/13/2021 has revealed that there is 1

RCRA-LQG site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEENO ENTERPRISES LL EPA ID:: CAC002639538	1353 BUCHAMAN	W 1/8 - 1/4 (0.208 mi.)	C14	78

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 09/13/2021 has revealed that there are 3 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
RALEY 375 EPA ID:: CA0000991190	***1369 BUCHANAN RD***	***W 1/8 - 1/4 (0.200 mi.)***	***C10***	***23***
GREAT AMERICAN DRY C EPA ID:: CAD981617970	1353 BUCHANAN RD	W 1/8 - 1/4 (0.208 mi.)	C11	26
GREAT AMERICAN CLEAN EPA ID:: CAR000215087	1353 BUCHANAN RD	W 1/8 - 1/4 (0.208 mi.)	C15	81

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the RESPONSE list, as provided by EDR, has revealed that there is 1 RESPONSE site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
PRAXAIR, INC - 935 Database: RESPONSE, Date of Government Version: 10/25/2021 Facility Id: 7290042 Status: Certified	***2000 LOVERIDGE RD***	***N 1/2 - 1 (0.971 mi.)***	***G28***	***131***

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where

environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 10/25/2021 has revealed that there are 6 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HIGHLANDS RANCH PHAS Facility Id: 7290001 Status: Refer: RWQCB	***2360 BUCHANAN ROAD***	***E 1/4 - 1/2 (0.456 mi.)***	***F24***	***113***

Lower Elevation	Address	Direction / Distance	Map ID	Page
STONEMAN ELEMENTARY Facility Id: 7820009 Status: Certified	***2929 LOVERIDGE ROAD***	***NW 1/4 - 1/2 (0.439 mi.)***	***22***	***105***
PITTSBURG RIVERSIDE Facility Id: 60001298 Status: No Further Action	***1151 STONEMAN AVENUE***	***NW 1/4 - 1/2 (0.497 mi.)***	***25***	***125***
THE DOW CHEMICAL CO. Facility Id: 71002583 Status: Refer: Other Agency	FOOT OF LOVERIDGE RO	N 1/2 - 1 (0.968 mi.)	G26	128
PRAXAIR, INC - 935 Facility Id: 7290042 Status: Certified	***2000 LOVERIDGE RD***	***N 1/2 - 1 (0.971 mi.)***	***G28***	***131***
G & K SERVICES, INC Facility Id: 60003032 Status: Active	***1229 CALIFORNIA AVE***	***N 1/2 - 1 (0.975 mi.)***	***29***	***174***

Lists of state and tribal leaking storage tanks

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 3 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEENO CONSTRUCTION C Database: LUST REG 2, Date of Government Version: 09/30/2004 Database: LUST, Date of Government Version: 09/07/2021 date9: 7/23/1998 Status: Completed - Case Closed Facility Id: 07-0550 Facility Status: Case Closed Global Id: T0601300508	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B5***	***16***
SHELL Database: LUST REG 2, Date of Government Version: 09/30/2004 Database: LUST, Date of Government Version: 09/07/2021	***1315 BUCHANAN RD***	***W 1/4 - 1/2 (0.296 mi.)***	***E21***	***99***

date9: 1/21/1997
Status: Completed - Case Closed
Facility Id: 07-0279
Facility Status: Case Closed
Global Id: T0601300260

HIGHLANDS RANCH PHAS ***2360 BUCHANAN ROAD*** ***E 1/4 - 1/2 (0.456 mi.)*** ***F24*** ***113***
Database: LUST REG 2, Date of Government Version: 09/30/2004
Database: LUST, Date of Government Version: 09/07/2021
date9: 3/21/1997
Status: Completed - Case Closed
Facility Id: 07-0084
Facility Status: Case Closed
Global Id: T0601300080

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there are 2 CPS-SLIC sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
GREAT AMERICAN CLEAN	***1317-1399 BUCHANAN R***	***W 1/4 - 1/2 (0.250 mi.)***	***E20***	***94***
Database: SLIC REG 2, Date of Government Version: 09/30/2004 Database: CPS-SLIC, Date of Government Version: 09/07/2021 Global Id: SL601392685 Facility Id: 07S0140 Facility Status: Open - Assessment & Interim Remedial Action				
HIGHLANDS RANCH PHAS	***2360 BUCHANAN ROAD***	***E 1/4 - 1/2 (0.456 mi.)***	***F24***	***113***
Database: CPS-SLIC, Date of Government Version: 09/07/2021 Global Id: SL0601316107 Facility Status: Open - Remediation				

Lists of state and tribal voluntary cleanup sites

VCP: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

A review of the VCP list, as provided by EDR, and dated 10/25/2021 has revealed that there is 1 VCP site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HIGHLANDS RANCH PHAS	***2360 BUCHANAN ROAD***	***E 1/4 - 1/2 (0.456 mi.)***	***F24***	***113***
Status: Refer: RWQCB Facility Id: 7290001				

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

HIST Cal-Sites: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there is 1 HIST Cal-Sites site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNION CARBIDE, PITTS	2000 LOVERIDGE ROAD	N 1/2 - 1 (0.971 mi.)	G27	129

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there is 1 SWEEPS UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ALBERT D. SEENO CONS Comp Number: 609	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B4***	***12***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 2 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ALBERT D. SEENO CONS Facility Id: 00000000609	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B4***	***12***
SEENO CONSTRUCTION C	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B5***	***16***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 09/13/2021 has revealed that

there are 4 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FOOD SOURCE #708 EPA ID:: CAL000379236	1375 BUCHANAN RD	W 1/8 - 1/4 (0.198 mi.)	C7	20
GREAT AMERICAN CLEAN EPA ID:: CAR000210971	1353 BUCHANAN RD	W 1/8 - 1/4 (0.208 mi.)	C13	75
ESTEVEN CORTES EPA ID:: CAC003056611	1382 VENTURA DRIVE	WNW 1/8 - 1/4 (0.221 mi.)	16	84
MICHAEL CAIN	1884 HEATHERWOOD DRI	E 1/8 - 1/4 (0.248 mi.)	D18	90

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 09/20/2021 has revealed that there are 3 Cortese sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEENO CONSTRUCTION C	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B5***	***16***
Cleanup Status: COMPLETED - CASE CLOSED				
SHELL	***1315 BUCHANAN RD***	***W 1/4 - 1/2 (0.296 mi.)***	***E21***	***99***
Cleanup Status: COMPLETED - CASE CLOSED				
HIGHLANDS RANCH PHAS	***2360 BUCHANAN ROAD***	***E 1/4 - 1/2 (0.456 mi.)***	***F24***	***113***
Cleanup Status: COMPLETED - CASE CLOSED				

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there is 1 DRYCLEANERS site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
GREAT AMERICAN DRY C	***1353 BUCHANAN RD***	***W 1/8 - 1/4 (0.208 mi.)***	***C12***	***33***
Database: DRYCLEANERS, Date of Government Version: 08/27/2021 EPA Id: CAR000215087 EPA Id: CAD981617970				

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 3 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEENO CONSTRUCTION C	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B5***	***16***

Reg Id: 07-0550				
SHELL	***1315 BUCHANAN RD***	***W 1/4 - 1/2 (0.296 mi.)***	***E21***	***99***
Reg Id: 07-0279				
HIGHLANDS RANCH PHAS	***2360 BUCHANAN ROAD***	***E 1/4 - 1/2 (0.456 mi.)***	***F24***	***113***
Reg Id: 07-0084				

CONTRA COSTA CO. SITE LIST: Lists includes sites from the Underground Tank Program, Hazardous Waste Generator Program & Business Plan 12185 Program

A review of the CONTRA COSTA CO. SITE LIST list, as provided by EDR, and dated 10/22/2021 has revealed that there are 6 CONTRA COSTA CO. SITE LIST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SEENO CONSTRUCTION C	***1600 BUCHANAN RD***	***WSW 0 - 1/8 (0.010 mi.)***	***B5***	***16***
Facility Id: FA0043078				
Facility Id: FA0030707				
FOOD SOURCE #708	1375 BUCHANAN RD	W 1/8 - 1/4 (0.198 mi.)	C8	23
Facility Id: FA0030140				
RALEY'S	1369 BUCHANAN RD	W 1/8 - 1/4 (0.200 mi.)	C9	23
Facility Id: FA0031544				
GREAT AMERICAN DRY C	***1353 BUCHANAN RD***	***W 1/8 - 1/4 (0.208 mi.)***	***C12***	***33***
Facility Id: FA0033522				
BUCHANAN	***1331 BUCHANAN RD***	***W 1/8 - 1/4 (0.228 mi.)***	***C17***	***86***
Facility Id: FA0042920				
AT&T CORP. - WF1PT	***1700 BUCHANAN RD***	***E 1/8 - 1/4 (0.248 mi.)***	***D19***	***92***
Facility Id: FA0043364				

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there is 1 EDR Hist Auto site within approximately 0.125 miles of the target property.

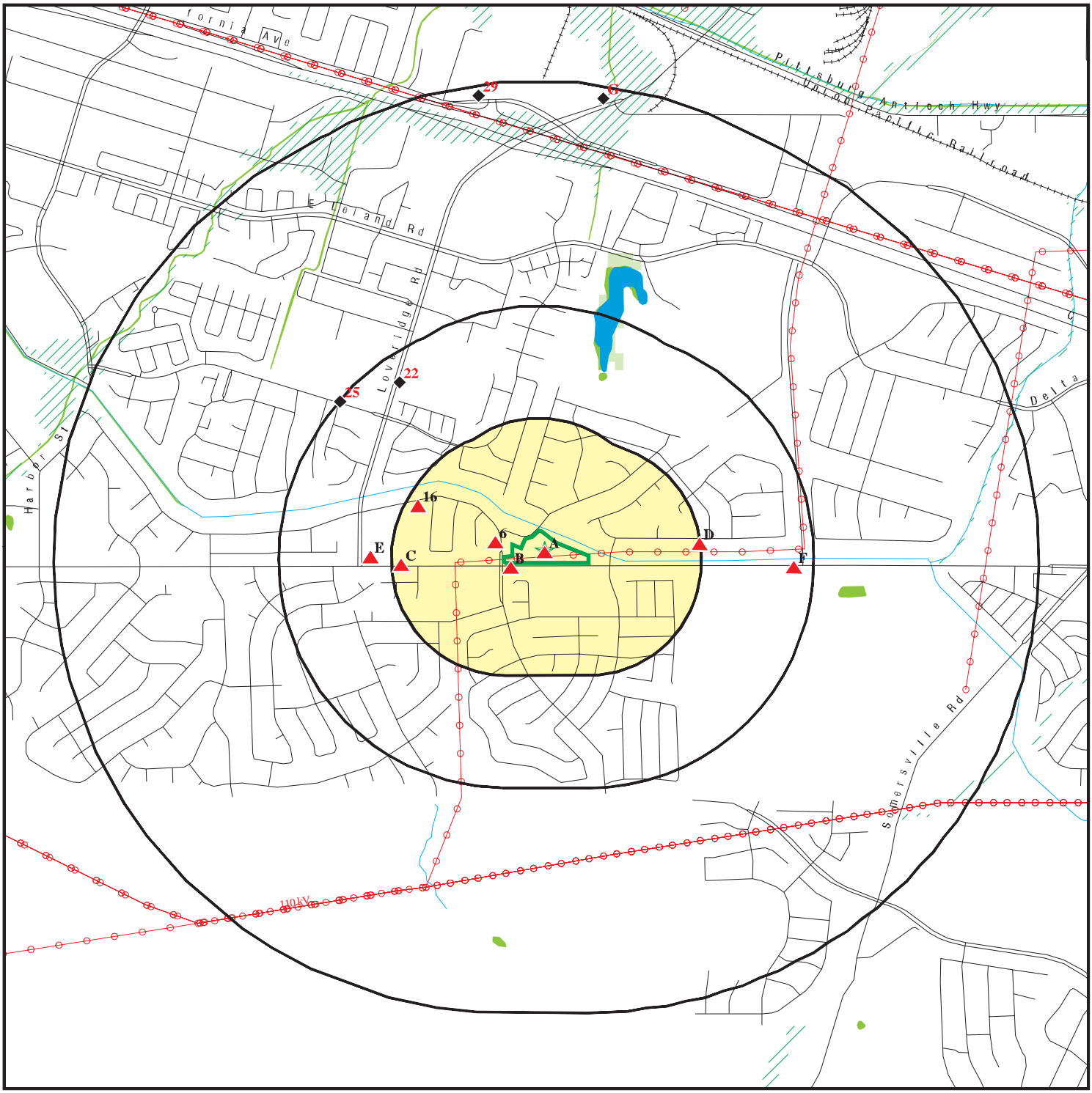
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
YAP-CHIONGCO PAUL	1530 VENTURA DR	WNW 0 - 1/8 (0.038 mi.)	6	20

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 3 records.

Site Name	Database(s)
US STEEL-POSCO INDUSTRIES-PITTSBUR	SWF/LF
PG&E FORMER CORPORATION YARD, ANTI	CPS-SLIC
PACIFIC GAS AND ELECTRIC - JWP	CA BOND EXP. PLAN

OVERVIEW MAP - 6838041.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

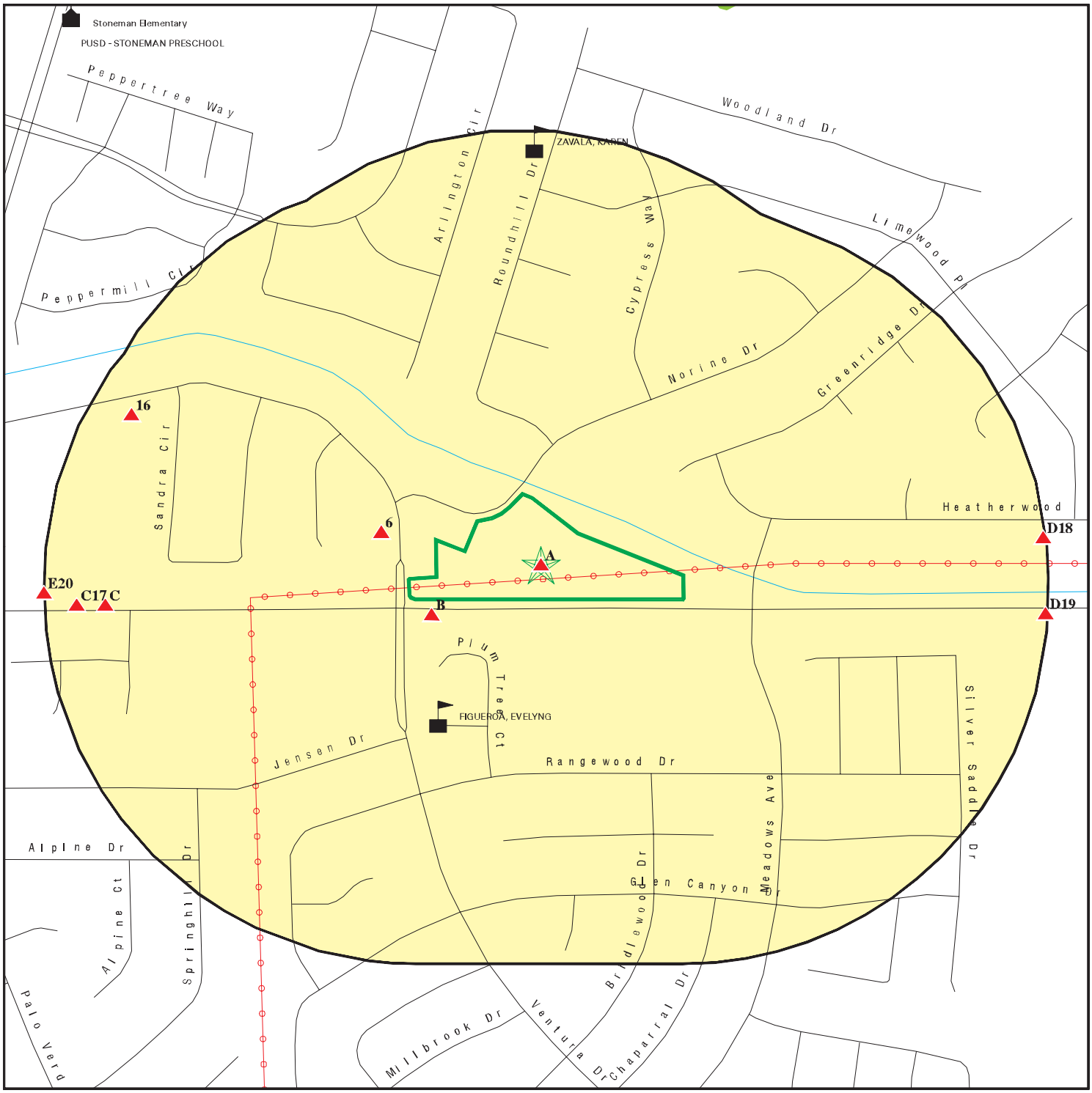
N

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Proposed Commercial Property	CLIENT:	Krazan & Associates, Inc.
ADDRESS:	1625 Buchanan Road Pittsburg CA 94565	CONTACT:	William Vick
		INQUIRY #:	6838041.2s
LAT/LONG:	37.998428 / 121.866456	DATE:	January 28, 2022 3:27 pm

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DETAIL MAP - 6838041.2S



0 1/16 1/8 1/4 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Proposed Commercial Property	CLIENT:	Krazan & Associates, Inc.
ADDRESS:	1625 Buchanan Road Pittsburg CA 94565	CONTACT:	William Vick
		INQUIRY #:	6838041.2s
LAT/LONG:	37.998428 / 121.866456	DATE:	January 28, 2022 3:27 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.500		0	0	1	NR	NR	1
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		0	3	NR	NR	NR	3
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
RESPONSE	1.000		0	0	0	1	NR	1
Lists of state- and tribal hazardous waste facilities								
ENVIROSTOR	1.000		0	0	3	3	NR	6
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Lists of state and tribal leaking storage tanks								
LUST	0.500		1	0	2	NR	NR	3
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	2	NR	NR	2
Lists of state and tribal registered storage tanks								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	1	NR	NR	1
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	1	NR	1
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
AQUEOUS FOAM	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		1	0	NR	NR	NR	1
HIST UST	0.250		2	0	NR	NR	NR	2
CA FID UST	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CERS TANKS	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	4	NR	NR	NR	4
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001	1	0	NR	NR	NR	NR	1
ECHO	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		1	0	2	NR	NR	3
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	1	NR	NR	NR	1
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		1	0	2	NR	NR	3
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
CONTRA COSTA CO. SITE LIST	0.250	1	1	5	NR	NR	NR	7
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
CERS	0.001	1	0	NR	NR	NR	NR	1
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
MINES MRDS	0.001		0	NR	NR	NR	NR	0
HWTS	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		1	NR	NR	NR	NR	1
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		3	8	14	13	5	0	43

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **VERIZON WIRELESS PITTSBURG BUCHANAN** **CONTRA COSTA CO. SITE LIST** **S113407795**
Target **1625 BUCHANAN RD** **N/A**
Property **PITTSBURG, CA 94565**

Site 1 of 3 in cluster A

Actual:
101 ft.

CONTRA COSTA CO. SITE LIST:

Name:	VERIZON WIRELESS PITTSBURG BUCHANAN
Address:	1625 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0033620
Billing Status:	ACTIVE, BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP: 1K-10K LBS, 0-19 EMPLOYEES
Region:	CONTRA COSTA
Cupa Number:	774583
CERS ID:	10396993

A2 **VERIZON WIRELESS PITTSBURG BUCHANAN** **CERS** **S121792512**
Target **1625 BUCHANAN ROAD (PG&E TOWER)** **N/A**
Property **PITTSBURG, CA 94565**

Site 2 of 3 in cluster A

Actual:
101 ft.

CERS:

Name:	VERIZON WIRELESS PITTSBURG BUCHANAN
Address:	1625 BUCHANAN ROAD (PG&E TOWER)
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	81660
CERS ID:	10396993
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	81660
Site Name:	Verizon Wireless Pittsburg Buchanan
Violation Date:	10-25-2016
Citation:	HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description:	Business Plan Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 10/25/2016.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	03-05-2019
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	07-22-2021
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department

VERIZON WIRELESS PITTSBURG BUCHANAN (Continued) **S121792512**

Eval Program:	HMRRP
Eval Source:	CERS,
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	10-25-2016
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Enforcement Action:

Site ID:	81660
Site Name:	Verizon Wireless Pittsburg Buchanan
Site Address:	1625 BUCHANAN ROAD (PG&E TOWER)
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	10-25-2016
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	HMRRP
Enf Action Source:	CERS,

Affiliation:

Affiliation Type Desc:	Environmental Contact
Entity Name:	Environmental Compliance
Entity Title:	Not reported
Affiliation Address:	295 Parkshore Drive
Affiliation City:	Folsom
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95630
Affiliation Phone:	,
Affiliation Type Desc:	Parent Corporation
Entity Name:	Verizon Wireless [Northern California]
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	CUPA District
Entity Name:	Contra Costa County Health Services Department
Entity Title:	Not reported
Affiliation Address:	4585 Pacheco BlvdSuite 100
Affiliation City:	Martinez
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94553
Affiliation Phone:	(925) 655-3200,

VERIZON WIRELESS PITTSBURG BUCHANAN (Continued) **S121792512**

Affiliation Type Desc:	Document Preparer
Entity Name:	Steve Skanderson
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Identification Signer
Entity Name:	armand delgado
Entity Title:	environmental compliance mgr
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Legal Owner
Entity Name:	Verizon Wireless
Entity Title:	Not reported
Affiliation Address:	295 Parkshore Drive
Affiliation City:	Folsom
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95630
Affiliation Phone:	(866) 694-2415,

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	295 Parkshore Drive
Affiliation City:	Folsom
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95630
Affiliation Phone:	,

Affiliation Type Desc:	Operator
Entity Name:	Verizon Wireless
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(866) 694-2415,

A3
Target
Property

VERIZON WIRELESS PITTSBURG BUCHANAN
1625 BUCHANAN ROAD (PG&E TOWER)
PITTSBURG, CA 94565

FINDS **1016430124**
N/A

Site 3 of 3 in cluster A

Actual:
101 ft.

FINDS:
Registry ID: 110055810252

Click Here:

Environmental Interest/Information System:
STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

B4
WSW
< 1/8
0.010 mi.
54 ft.

ALBERT D. SEENO CONSTRUCTION C
1600 BUCHANAN RD
PITTSBURG, CA 94565

SWEEPS UST **U001597889**
HIST UST **N/A**

Site 1 of 2 in cluster B

Relative:
Higher

Actual:
121 ft.

SWEEPS UST:

Name:	ALBERT D. SEENO CONSTRUCTION C
Address:	1600 BUCHANAN RD
City:	PITTSBURG
Status:	Not reported
Comp Number:	609
Number:	Not reported
Board Of Equalization:	44-002159
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	07-000-000609-000001
Tank Status:	Not reported
Capacity:	12000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	8

Name:	ALBERT D. SEENO CONSTRUCTION C
Address:	1600 BUCHANAN RD
City:	PITTSBURG
Status:	Not reported
Comp Number:	609
Number:	Not reported
Board Of Equalization:	44-002159
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	07-000-000609-000002
Tank Status:	Not reported
Capacity:	12000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT

ALBERT D. SEENO CONSTRUCTION C (Continued) **U001597889**

Content: REG UNLEADED
Number Of Tanks: Not reported

Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 609
Number: Not reported
Board Of Equalization: 44-002159
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-000609-000003
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 609
Number: Not reported
Board Of Equalization: 44-002159
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-000609-000004
Tank Status: Not reported
Capacity: 8000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 609
Number: Not reported
Board Of Equalization: 44-002159
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-000609-000005
Tank Status: Not reported
Capacity: 1000

ALBERT D. SEENO CONSTRUCTION C (Continued) **U001597889**

Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 609
Number: Not reported
Board Of Equalization: 44-002159
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-000609-000006
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 609
Number: Not reported
Board Of Equalization: 44-002159
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-000609-000007
Tank Status: Not reported
Capacity: 12000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 609
Number: Not reported
Board Of Equalization: 44-002159
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported

ALBERT D. SEENO CONSTRUCTION C (Continued) **U001597889**

SWRCB Tank Id: 07-000-000609-000008
Tank Status: Not reported
Capacity: 12000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

HIST UST:
Name: ALBERT D. SEENO CONSTRUCTION C
Address: 1600 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000000609
Facility Type: Other
Other Type: CONSTRUCTION CO.
Contact Name: JOE BRUNO
Telephone: 4154391086
Owner Name: ALBERT D. SEENO CONSTRUCTION C
Owner Address: 4300 RAILROAD AVE.
Owner City,St,Zip: PITTSBURG, CA 94565
Total Tanks: 0008

Tank Num: 001
Container Num: 8
Year Installed: 1977
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 7
Year Installed: 1977
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 6
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 5
Year Installed: 1974
Tank Capacity: 00008000

ALBERT D. SEENO CONSTRUCTION C (Continued) **U001597889**

Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	005
Container Num:	4
Year Installed:	1980
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	006
Container Num:	3
Year Installed:	1980
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	007
Container Num:	2
Year Installed:	1979
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	008
Container Num:	1
Year Installed:	1979
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None

B5 **SEENO CONSTRUCTION COMPANY** **LUST** **S102436667**
WSW **1600 BUCHANAN RD** **HIST UST** **N/A**
< 1/8 **PITTSBURG, CA 94565** **Cortese**
0.010 mi. **HIST CORTESE**
54 ft. **Site 2 of 2 in cluster B** **CONTRA COSTA CO. SITE LIST**
CERS

Relative:
Higher

Actual:
121 ft.

LUST:

Name:	SEENO CONSTRUCTION COMPANY
Address:	1600 BUCHANAN RD
City,State,Zip:	PITTSBURG, CA 94565
Lead Agency:	SAN FRANCISCO BAY RWQCB (REGION 2)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0601300508
Global Id:	T0601300508
Latitude:	37.9979655
Longitude:	-121.8687268

SEENO CONSTRUCTION COMPANY (Continued) **S102436667**

Status: Completed - Case Closed
Status Date: 07/23/1998
Case Worker: Not reported
RB Case Number: 07-0550
Local Agency: CONTRA COSTA COUNTY
File Location: Not reported
Local Case Number: 00609
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0601300508
Contact Type: Local Agency Caseworker
Contact Name: SUE LOYD
Organization Name: CONTRA COSTA COUNTY
Address: 4333 PACHECO BLVD.
City: MARTINEZ
Email: sloyd@hsd.co.contra-costa.ca.us
Phone Number: Not reported

LUST:
Global Id: T0601300508
Action Type: Other
Date: 01/27/1992
Action: Leak Reported

Global Id: T0601300508
Action Type: Other
Date: 09/03/1991
Action: Leak Stopped

Global Id: T0601300508
Action Type: ENFORCEMENT
Date: 07/23/1998
Action: Closure/No Further Action Letter

Global Id: T0601300508
Action Type: ENFORCEMENT
Date: 07/23/1998
Action: Closure/No Further Action Letter

Global Id: T0601300508
Action Type: Other
Date: 09/03/1991
Action: Leak Discovery

LUST:
Global Id: T0601300508
Status: Open - Case Begin Date
Status Date: 09/03/1991

Global Id: T0601300508
Status: Open - Site Assessment
Status Date: 07/20/1994

Global Id: T0601300508

SEENO CONSTRUCTION COMPANY (Continued) **S102436667**

Status: Completed - Case Closed
Status Date: 07/23/1998

LUST REG 2:
Region: 2
Facility Id: 07-0550
Facility Status: Case Closed
Case Number: 00609
How Discovered: Tank Closure
Leak Cause: Overfill
Leak Source: Piping
Date Leak Confirmed: 7/20/1994
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST UST:
Name: ALBERT D SEENO CONSTRUCTION C
Address: 1600 BUCHANAN ROAD
City,State,Zip: PITTSBURG, CA 94565
File Number: 0002278B
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002278B.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

CORTESE:
Name: SEENO CONSTRUCTION COMPANY
Address: 1600 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0601300508

SEENO CONSTRUCTION COMPANY (Continued) **S102436667**

Site/Facility Type:	LUST CLEANUP SITE
Cleanup Status:	COMPLETED - CASE CLOSED
Status Date:	Not reported
Site Code:	Not reported
Latitude:	Not reported
Longitude:	Not reported
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

HIST CORTESE:

edr_fname:	SEENO CONSTRUCTION COMPAN
edr_fadd1:	1600 BUCHANAN
City,State,Zip:	PITTSBURG, CA 94565
Region:	CORTESE
Facility County Code:	7
Reg By:	LTNKA
Reg Id:	07-0550

CONTRA COSTA CO. SITE LIST:

Name:	T-MOBILE WEST, LLC SF70807M
Address:	1600 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0043078
Billing Status:	ACTIVE, BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP: LESS THAN 1000 LBS
Region:	CONTRA COSTA
Cupa Number:	776474
CERS ID:	10804828

Name:	SEENO CONSTRUCTION/PITTSBURG
Address:	1600 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0030707
Billing Status:	INACTIVE, NON-BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	UNDERGROUND STORAGE TANK SITE
Region:	CONTRA COSTA
Cupa Number:	700609
CERS ID:	10004266

CERS:

Name:	SEENO CONSTRUCTION COMPANY
Address:	1600 BUCHANAN RD
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	200579

SEENO CONSTRUCTION COMPANY (Continued) **S102436667**

CERS ID: T0601300508
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: SUE LOYD - CONTRA COSTA COUNTY
Entity Title: Not reported
Affiliation Address: 4333 PACHECO BLVD.
Affiliation City: MARTINEZ
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

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6 WNW < 1/8 0.038 mi. 199 ft. **YAP-CHIONGCO PAUL** **EDR Hist Auto** **1020425974**
1530 VENTURA DR **N/A**
PITTSBURG, CA 94565

Relative: Higher EDR Hist Auto

Actual: 133 ft.

Year:	Name:	Type:
1996	YAP-CHIONGCO PAUL	Gasoline Service Stations

C7 West 1/8-1/4 0.198 mi. 1047 ft. **FOOD SOURCE #708** **RCRA NonGen / NLR** **1024836201**
1375 BUCHANAN RD **CAL000379236**
PITTSBURG, CA 94565
Site 1 of 10 in cluster C

Relative: Higher

Actual: 139 ft.

RCRA NonGen / NLR:
Date Form Received by Agency: 20121025
Handler Name: FOOD SOURCE #708
Handler Address: 1375 BUCHANAN RD
Handler City,State,Zip: PITTSBURG, CA 94565
EPA ID: CAL000379236
Contact Name: GLENN BAKER
Contact Address: PO BOX 15618
Contact City,State,Zip: SACRAMENTO, CA 95852-1618
Contact Telephone: 916-373-6318
Contact Fax: 916-376-6899
Contact Email: GBAKER@RALEYS.COM
Contact Title: Not reported
EPA Region: 09
Land Type: Not reported
Federal Waste Generator Description: Not a generator, verified
Non-Notifier: Not reported
Biennial Report Cycle: Not reported
Accessibility: Not reported
Active Site Indicator: Handler Activities
State District Owner: Not reported
State District: Not reported
Mailing Address: PO BOX 15618
Mailing City,State,Zip: SACRAMENTO, CA 95852-1618
Owner Name: RALEY'S CABLE COMM. MANAGEMENT, LLC

FOOD SOURCE #708 (Continued) **1024836201**

Owner Type:	Other
Operator Name:	GLENN BAKER
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20180906
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No

FOOD SOURCE #708 (Continued) **1024836201**

Sub-Part P Indicator: No

Handler - Owner Operator:
Owner/Operator Indicator: Operator
Owner/Operator Name: GLENN BAKER
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 15618
Owner/Operator City,State,Zip: SACRAMENTO, CA 95852-1618
Owner/Operator Telephone: 916-373-6318
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: RALEY'S CABLE COMM. MANAGEMENT, LLC
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 500 W CAPITOL AVE
Owner/Operator City,State,Zip: WEST SACRAMENTO, CA 95605-2624
Owner/Operator Telephone: 916-373-6318
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20121025
Handler Name: FOOD SOURCE #708
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 45291
NAICS Description: WAREHOUSE CLUBS AND SUPERCENTERS

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

C8 **FOOD SOURCE #708** **CONTRA COSTA CO. SITE LIST** **S102803365**
West **1375 BUCHANAN RD** **N/A**
1/8-1/4 **PITTSBURG, CA 94565**
0.198 mi.
1047 ft. **Site 2 of 10 in cluster C**

Relative: **Higher**
Actual: **139 ft.**

CONTRA COSTA CO. SITE LIST:

Name:	FOOD SOURCE #708
Address:	1375 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0030140
Billing Status:	INACTIVE, NON-BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP: LESS THAN 1000 LBS
Region:	CONTRA COSTA
Cupa Number:	773471
CERS ID:	10484560

Name:	FOOD SOURCE #708
Address:	1375 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0030140
Billing Status:	INACTIVE, NON-BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HWG: LESS THAN 5 TONS/YEAR
Region:	CONTRA COSTA
Cupa Number:	773471
CERS ID:	10484560

C9 **RALEY'S** **CONTRA COSTA CO. SITE LIST** **S103629285**
West **1369 BUCHANAN RD** **N/A**
1/8-1/4 **PITTSBURG, CA 94565**
0.200 mi.
1056 ft. **Site 3 of 10 in cluster C**

Relative: **Higher**
Actual: **139 ft.**

CONTRA COSTA CO. SITE LIST:

Name:	RALEY'S
Address:	1369 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0031544
Billing Status:	INACTIVE, NON-BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HWG: REPORTED ZERO
Region:	CONTRA COSTA
Cupa Number:	774432
CERS ID:	Not reported

C10 **RALEY 375** **RCRA-SQG** **1000978245**
West **1369 BUCHANAN RD** **FINDS** **CA0000991190**
1/8-1/4 **PITTSBURG, CA 94565** **ECHO**
0.200 mi.
1056 ft. **Site 4 of 10 in cluster C**

Relative: **Higher**
Actual: **139 ft.**

RCRA-SQG:

Date Form Received by Agency:		19941220
Handler Name:	RALEY 375	
Handler Address:		1369 BUCHANAN RD
Handler City,State,Zip:		PITTSBURG, CA 94565

RALEY 375 (Continued) **1000978245**

EPA ID:	CA0000991190
Contact Name:	MARY RUSSO
Contact Address:	1639 BUCHANAN RD
Contact City,State,Zip:	PITTSBURG, CA 94565
Contact Telephone:	510-432-1880
Contact Fax:	Not reported
Contact Email:	Not reported
Contact Title:	Not reported
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1369 BUCHANAN RD
Mailing City,State,Zip:	PITTSBURG, CA 94565
Owner Name:	RALEYS CORP
Owner Type:	Private
Operator Name:	Not reported
Operator Type:	Not reported
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No

RALEY 375 (Continued) **1000978245**

TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20020627
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	RALEYS CORP
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 15618
Owner/Operator City,State,Zip:	SACRAMENTO, CA 95852
Owner/Operator Telephone:	916-373-3333
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	19941220
Handler Name: RALEY 375	
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

List of NAICS Codes and Descriptions:

NAICS Codes:	No NAICS Codes Found

Facility Has Received Notices of Violations:

Violations:	No Violations Found

RALEY 375 (Continued) **1000978245**

Evaluation Action Summary:
Evaluations: No Evaluations Found

FINDS:
Registry ID: 110002622092

Click Here:

Environmental Interest/Information System:
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000978245
Registry ID:	110002622092
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002622092
Name:	RALEY 375
Address:	1369 BUCHANAN RD
City,State,Zip:	PITTSBURG, CA 94565

C11 **GREAT AMERICAN DRY CLEANERS** **RCRA-SQG** **1014386614**
West **1353 BUCHANAN RD** **CAD981617970**
1/8-1/4 **PITTSBURG, CA 94565**
0.208 mi.
1100 ft. **Site 5 of 10 in cluster C**

Relative:
Higher

Actual:
139 ft.

RCRA-SQG:

Date Form Received by Agency:	20100511
Handler Name:	GREAT AMERICAN DRY CLEANERS
Handler Address:	1353 BUCHANAN RD
Handler City,State,Zip:	PITTSBURG, CA 94565
EPA ID:	CAD981617970
Contact Name:	MIKE WISLER
Contact Address:	1800 WILLOW PASS RD
Contact City,State,Zip:	CONCORD, CA 94520
Contact Telephone:	925-609-6200
Contact Fax:	Not reported
Contact Email:	MWISLER@SIERRAPACIFICPROP.COM
Contact Title:	PROPERTY MGR
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1800 WILLOW PASS RD
Mailing City,State,Zip:	CONCORD, CA 94520
Owner Name:	SEENO ENTERPRISES LLC
Owner Type:	Private
Operator Name:	MIKE WISLER
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	Yes
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20100524
Recognized Trader-Importer:	No

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Hazardous Waste Summary:

Waste Code:	F002
Waste Description:	THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SEENO ENTERPRISES, LLC
Legal Status:	Private
Date Became Current:	19790101
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	MIKE WISLER
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SEENO ENTERPRISES LLC
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	1800 WILLOW PASS RD
Owner/Operator City,State,Zip:	CONCORD, CA 94520
Owner/Operator Telephone:	925-609-6200
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

Owner/Operator Indicator:	Owner
Owner/Operator Name:	GADE INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	NOT REQUIRED
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	SEENO ENTERPRISES, LLC
Legal Status:	Private
Date Became Current:	19790101
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	19960901
Handler Name:	GREAT AMERICAN DRY CLEANERS
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	CA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	19861208
Handler Name:	GREAT AMERICAN DRY CLEANERS
Federal Waste Generator Description:	Large Quantity Generator
State District Owner:	CA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20030512
Handler Name: GREAT AMERICAN CLEANERS
Federal Waste Generator Description: Small Quantity Generator
State District Owner: CA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20100511
Handler Name: GREAT AMERICAN DRY CLEANERS
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: Yes
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 81232
NAICS Description: DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

Facility Has Received Notices of Violation:
Found Violation: Yes
Agency Which Determined Violation: State
Violation Short Description: Generators - General
Date Violation was Determined: 19930518
Actual Return to Compliance Date: 19930519
Return to Compliance Qualifier: Unverifiable
Violation Responsible Agency: State
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - General
Date Violation was Determined:	19901015
Actual Return to Compliance Date:	19930518
Return to Compliance Qualifier:	Unverifiable
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported

Evaluation Action Summary:

Evaluation Date:	19930518
Evaluation Responsible Agency:	State Contractor/Grantee
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Evaluation Responsible Person Identifier:	R9STA
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	19930519
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

Evaluation Date:	19930519
Evaluation Responsible Agency:	State Contractor/Grantee
Found Violation:	No
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Evaluation Responsible Person Identifier:	R9STA

GREAT AMERICAN DRY CLEANERS (Continued) **1014386614**

Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	19901015
Evaluation Responsible Agency:	State Contractor/Grantee
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Evaluation Responsible Person Identifier:	R9STA
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	19930518
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

C12 **GREAT AMERICAN DRY CLEANERS** **DRYCLEANERS** **S105265857**
West **1353 BUCHANAN RD** **HAZNET** **N/A**
1/8-1/4 **PITTSBURG, CA 94565** **CONTRA COSTA CO. SITE LIST**
0.208 mi. **CERS**
1100 ft. **Site 6 of 10 in cluster C** **HWTS**

Relative: **Higher**

Actual: **139 ft.**

DRYCLEANERS:

Name:	GREAT AMERICAN CLEANERS GW
Address:	1353 BUCHANAN RD STE GW
City,State,Zip:	PITTSBURG, CA 945656406
EPA Id:	CAR000215087
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	12/28/2010
Facility Active:	No
Inactive Date:	06/30/2013
Facility Addr2:	Not reported
Owner Name:	SEENO ENTERPRISES LLC
Owner Address:	1800 WILLOW PASS RD
Owner Address 2:	Not reported
Owner Telephone:	9256096200
Contact Name:	MIKE WISLER
Contact Address:	1800 WILLOW PASS RD
Contact Address 2:	Not reported
Contact Telephone:	9256096200
Contact Fax:	0
Mailing Name:	Not reported
Mailing Address 1:	1800 WILLOW PASS RD
Mailing Address 2:	Not reported
Mailing City:	CONCORD

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Mailing State: CA
Mailing Zip: 945200000
Owner Fax: 0
Region Code: 2
Latitude: 37.998
Longitude: -121.87269

Name: GREAT AMERICAN DRY CLEANERS
Address: 1353 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 945656406
EPA Id: CAD981617970
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 04/10/1987
Facility Active: No
Inactive Date: 06/30/2010
Facility Addr2: Not reported
Owner Name: GREAT AMERICAN DRY CLEANING
Owner Address: 1353 BUCHANAN RD
Owner Address 2: Not reported
Owner Telephone: 9254322402
Contact Name: SUSAN KIM
Contact Address: 1353 BUCHANAN RD
Contact Address 2: Not reported
Contact Telephone: 9254322402
Contact Fax: 0
Mailing Name: Not reported
Mailing Address 1: 1353 BUCHANAN RD
Mailing Address 2: Not reported
Mailing City: PITTSBURG
Mailing State: CA
Mailing Zip: 945656406
Owner Fax: 9254322402
Region Code: 2
Latitude: 37.998
Longitude: -121.87269

HAZNET:
Name: GREAT AMERICAN DRY CLEANERS
Address: 1353 BUCHANAN RD
Address 2: Not reported
City,State,Zip: PITTSBURG, CA 945656406
Contact: SUSAN KIM
Telephone: 9254322402
Mailing Name: Not reported
Mailing Address: 1353 BUCHANAN RD

Year: 2004
Gepaid: CAD981617970
TSD EPA ID: CAT000646117
CA Waste Code: 611 - Contaminated soil from site clean-up
Disposal Method: D80 - Disposal, Land Fill
Tons: 21.056

Year: 2004

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Gepaid:	CAD981617970
TSD EPA ID:	CAT000646117
CA Waste Code:	135 - Unspecified aqueous solution
Disposal Method:	T01 - Treatment, Tank
Tons:	2.4
Year:	2003
Gepaid:	CAD981617970
TSD EPA ID:	CAT000646117
CA Waste Code:	611 - Contaminated soil from site clean-up
Disposal Method:	D80 - Disposal, Land Fill
Tons:	13.4848
Year:	2003
Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	H01 - Transfer Station
Tons:	0.1251
Year:	2002
Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	H01 - Transfer Station
Tons:	0.35274
Year:	2002
Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	-
Tons:	0
Year:	2002
Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	751 - Solids or sludges with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	-
Tons:	Not reported
Year:	2002
Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	-
Tons:	0
Year:	2001
Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	H01 - Transfer Station
Tons:	0.3858
Year:	2001

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Gepaid:	CAD981617970
TSD EPA ID:	CAT080014079
CA Waste Code:	741 - Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	-
Tons:	0.1251

Click this hyperlink while viewing on your computer to access
22 additional CA HAZNET: record(s) in the EDR Site Report.

Additional Info:

Year:	1999
Gen EPA ID:	CAD981617970
Shipment Date:	19991014
Creation Date:	5/1/2000 0:00:00
Receipt Date:	19991028
Manifest ID:	99309738
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19991014
Creation Date:	5/1/2000 0:00:00
Receipt Date:	19991028
Manifest ID:	99309738
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990706
Creation Date:	4/4/2000 0:00:00
Receipt Date:	19990709
Manifest ID:	99093445
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	CAD063547996
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.0458
Waste Quantity:	11
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990706
Creation Date:	4/4/2000 0:00:00
Receipt Date:	19990709
Manifest ID:	99093445
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	CAD063547996
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990219
Creation Date:	6/3/1999 0:00:00

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Receipt Date:	19990308
Manifest ID:	98829590
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	CAR000030841
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.0542
Waste Quantity:	13
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19990219
Creation Date:	6/3/1999 0:00:00
Receipt Date:	19990308
Manifest ID:	98829590
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	CAR000030841
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2001
Gen EPA ID:	CAD981617970

Shipment Date:	20011005
Creation Date:	12/17/2001 0:00:00
Receipt Date:	20011008
Manifest ID:	21184753
Trans EPA ID:	CAR000086777

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20011005
Creation Date:	12/17/2001 0:00:00
Receipt Date:	20011008
Manifest ID:	21184753
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0.1251
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20011005
Creation Date:	12/17/2001 0:00:00
Receipt Date:	20011008
Manifest ID:	21184753
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Meth Code:	H01 - Transfer Station
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20011001
Creation Date:	12/17/2001 0:00:00
Receipt Date:	20011019
Manifest ID:	20975910
Trans EPA ID:	CAR000052803
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	WAD991281767
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	141 - Off-specification, aged, or surplus inorganics
RCRA Code:	F002
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	2.1
Waste Quantity:	4200
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20011001
Creation Date:	12/17/2001 0:00:00
Receipt Date:	20011019
Manifest ID:	20975910
Trans EPA ID:	CAR000052803
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	WAD991281767
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	0.35
Waste Quantity:	700
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 5:	Not reported
Shipment Date:	20010706
Creation Date:	10/1/2001 0:00:00
Receipt Date:	20010710
Manifest ID:	21184456
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010706
Creation Date:	10/1/2001 0:00:00
Receipt Date:	20010710
Manifest ID:	21184456
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.1251
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20010410
Creation Date:	6/20/2001 0:00:00
Receipt Date:	20010416
Manifest ID:	20780297
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.2107
Waste Quantity:	0.25
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20010410
Creation Date:	6/20/2001 0:00:00
Receipt Date:	20010416
Manifest ID:	20780297
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20010104
Creation Date:	3/22/2001 0:00:00
Receipt Date:	20010108
Manifest ID:	20780077
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2003
Gen EPA ID:	CAD981617970
Shipment Date:	20030604
Creation Date:	6/22/2004 9:47:57
Receipt Date:	20030604
Manifest ID:	21978008
Trans EPA ID:	CAT000624247
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000646117
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT000646117
TSDF Alt Name:	Not reported
Waste Code Description:	611 - Contaminated soil from site clean-ups
RCRA Code:	F002
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	13.4848
Waste Quantity:	16
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20030515
Creation Date:	9/2/2003 18:30:58
Receipt Date:	20030519
Manifest ID:	22007909
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	CAT080014079
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.1251
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 4: Not reported
Additional Code 5: Not reported

Additional Info:
Year: 1994
Gen EPA ID: CAD981617970

Shipment Date: 19941215
Creation Date: 3/28/1996 0:00:00
Receipt Date: 19941215
Manifest ID: 95077759
Trans EPA ID: ILD984908202
Trans Name: Not reported
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAD053044053
Trans Name: Not reported
TSDF Alt EPA ID: CAD053044053
TSDF Alt Name: Not reported
Waste Code Description: 741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code: F002
Meth Code: H01 - Transfer Station
Quantity Tons: 0.03
Waste Quantity: 60
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 19941215
Creation Date: 3/28/1996 0:00:00
Receipt Date: 19941215
Manifest ID: 95077759
Trans EPA ID: ILD984908202
Trans Name: Not reported
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAD053044053
Trans Name: Not reported
TSDF Alt EPA ID: CAD053044053
TSDF Alt Name: Not reported
Waste Code Description: 741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code: F002
Meth Code: H01 - Transfer Station
Quantity Tons: 0.0975
Waste Quantity: 195
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 19941118
Creation Date: 3/28/1996 0:00:00

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Receipt Date:	19941118
Manifest ID:	93765161
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19941118
Creation Date:	3/28/1996 0:00:00
Receipt Date:	19941118
Manifest ID:	93765161
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.06
Waste Quantity:	120
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19941020
Creation Date:	3/28/1996 0:00:00
Receipt Date:	19941020
Manifest ID:	95079352
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940921
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940921
Manifest ID:	95070060
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940822
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940822
Manifest ID:	93466502
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940725
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940725
Manifest ID:	93676948
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940630
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940630
Manifest ID:	93513495
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940602
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940602
Manifest ID:	93646498
Trans EPA ID:	ILD984908202

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2004
Gen EPA ID:	CAD981617970
Shipment Date:	20040806
Creation Date:	1/4/2005 18:32:14
Receipt Date:	20040806
Manifest ID:	21347701
Trans EPA ID:	CAT000624247
Trans Name:	MP ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000646117
Trans Name:	CHEMICAL WASTE MANAGEMENT
TSDF Alt EPA ID:	CAT000646117
TSDF Alt Name:	Not reported
Waste Code Description:	611 - Contaminated soil from site clean-ups
RCRA Code:	F002
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	4.2
Waste Quantity:	8400
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20040806
Creation Date:	11/5/2004 18:30:59
Receipt Date:	20040806
Manifest ID:	21347704
Trans EPA ID:	CAT000624247
Trans Name:	MP ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000646117
Trans Name:	CHEMICAL WASTE MANAGEMENT

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

TSDF Alt EPA ID:	CAT000646117
TSDF Alt Name:	Not reported
Waste Code Description:	611 - Contaminated soil from site clean-ups
RCRA Code:	F002
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	16.856
Waste Quantity:	20
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20040806
Creation Date:	1/4/2005 18:32:14
Receipt Date:	20040806
Manifest ID:	21347701
Trans EPA ID:	CAT000624247
Trans Name:	MP ENVIRONMENTAL SERVICES INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000646117
Trans Name:	CHEMICAL WASTE MANAGEMENT
TSDF Alt EPA ID:	CAT000646117
TSDF Alt Name:	Not reported
Waste Code Description:	135 - Unspecified aqueous solution
RCRA Code:	F002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	2.4
Waste Quantity:	4800
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1996
Gen EPA ID:	CAD981617970
Shipment Date:	19961121
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19961121
Manifest ID:	96461588
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961028
Creation Date:	5/21/1997 0:00:00
Receipt Date:	19961028
Manifest ID:	96491666
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961001
Creation Date:	5/30/1997 0:00:00
Receipt Date:	19961001
Manifest ID:	96479021
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	H01 - Transfer Station
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Shipment Date:	19961001
Creation Date:	5/30/1997 0:00:00
Receipt Date:	19961001
Manifest ID:	96479021
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19960904
Creation Date:	5/21/1997 0:00:00
Receipt Date:	19960904
Manifest ID:	96505840
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.195
Waste Quantity:	390
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19960710
Creation Date:	5/20/1997 0:00:00
Receipt Date:	19960710
Manifest ID:	96102378
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19960618
Creation Date:	5/30/1997 0:00:00
Receipt Date:	19960618
Manifest ID:	96141845
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.03
Waste Quantity:	60
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19960618
Creation Date:	5/30/1997 0:00:00
Receipt Date:	19960618
Manifest ID:	96141845
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.195
Waste Quantity:	390
Quantity Unit:	P

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19960425
Creation Date:	10/29/1996 0:00:00
Receipt Date:	19960425
Manifest ID:	96077747
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.195
Waste Quantity:	390
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19960314
Creation Date:	10/16/1996 0:00:00
Receipt Date:	19960314
Manifest ID:	96257478
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1993
Gen EPA ID:	CAD981617970

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Shipment Date:	19931215
Creation Date:	9/14/1995 0:00:00
Receipt Date:	19931215
Manifest ID:	93029348
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19931118
Creation Date:	9/14/1995 0:00:00
Receipt Date:	19931118
Manifest ID:	93134291
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19931021
Creation Date:	9/12/1995 0:00:00
Receipt Date:	Not reported
Manifest ID:	93095224
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0.1275
Waste Quantity:	255
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930920
Creation Date:	9/12/1995 0:00:00
Receipt Date:	Not reported
Manifest ID:	93082619
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0.1575
Waste Quantity:	315
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930824
Creation Date:	9/11/1995 0:00:00
Receipt Date:	19930824
Manifest ID:	93037172
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930629
Creation Date:	9/9/1995 0:00:00
Receipt Date:	19930629
Manifest ID:	92568170
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930603
Creation Date:	9/8/1995 0:00:00
Receipt Date:	19930603
Manifest ID:	92609139
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.1575
Waste Quantity:	315
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1995
Gen EPA ID:	CAD981617970

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Shipment Date:	19951128
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19951128
Manifest ID:	95814960
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.195
Waste Quantity:	390
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19951101
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19951101
Manifest ID:	95766625
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19951005
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19951005
Manifest ID:	95481485
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19950905
Creation Date:	4/3/1996 0:00:00
Receipt Date:	19950905
Manifest ID:	95564413
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.195
Waste Quantity:	390
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19950807
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950807
Manifest ID:	95641929
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.03
Waste Quantity:	60
Quantity Unit:	P

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950720
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950720
Manifest ID:	95625933
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950614
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950614
Manifest ID:	95424925
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.06
Waste Quantity:	120
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950614
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950614

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Manifest ID:	95424925
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19950523
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950523
Manifest ID:	95413193
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.195
Waste Quantity:	390
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19950428
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950428
Manifest ID:	95508025
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2000
Gen EPA ID:	CAD981617970
Shipment Date:	20000802
Creation Date:	9/11/2000 0:00:00
Receipt Date:	Not reported
Manifest ID:	20150620
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000802
Creation Date:	9/11/2000 0:00:00
Receipt Date:	Not reported
Manifest ID:	20150620
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	- Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Quantity Tons:	0.0625
Waste Quantity:	15
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000120
Creation Date:	8/9/2000 0:00:00
Receipt Date:	20000207
Manifest ID:	99705000
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076548635
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000120
Creation Date:	8/9/2000 0:00:00
Receipt Date:	20000207
Manifest ID:	99705000
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076548635
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD981397417
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.05
Waste Quantity:	12
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Info:

Year:	2002
Gen EPA ID:	CAD981617970
Shipment Date:	20021126
Creation Date:	2/25/2003 18:31:38
Receipt Date:	20021202
Manifest ID:	22007607
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20021126
Creation Date:	2/25/2003 18:31:38
Receipt Date:	20021202
Manifest ID:	22007607
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	751 - Solids or sludge with halogenated organic comp. > 1000 mg/kg
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20021126
Creation Date:	2/25/2003 18:31:38
Receipt Date:	20021202
Manifest ID:	22007607
Trans EPA ID:	CAR000086777

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.06672
Waste Quantity:	16
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20020829
Creation Date:	1/31/2003 15:02:08
Receipt Date:	20020903
Manifest ID:	21817406
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20020829
Creation Date:	1/31/2003 15:02:08
Receipt Date:	20020903
Manifest ID:	21817406
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20020829
Creation Date:	1/31/2003 15:02:08
Receipt Date:	20020903
Manifest ID:	21817406
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.06672
Waste Quantity:	16
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20020501
Creation Date:	1/8/2003 18:32:09
Receipt Date:	20020506
Manifest ID:	21712782
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0275
Waste Quantity:	55
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Shipment Date:	20020501
Creation Date:	1/8/2003 18:32:09
Receipt Date:	20020506
Manifest ID:	21712782
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.1251
Waste Quantity:	30
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20020501
Creation Date:	1/8/2003 18:32:09
Receipt Date:	20020506
Manifest ID:	21712782
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	Not reported
Waste Quantity:	Not reported
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20020131
Creation Date:	3/7/2002 0:00:00
Receipt Date:	20020204
Manifest ID:	21712589
Trans EPA ID:	CAR000086777
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0667
Waste Quantity:	16
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1997
Gen EPA ID:	CAD981617970
Shipment Date:	19971027
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971027
Manifest ID:	96847104
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970804
Creation Date:	12/4/1997 0:00:00
Receipt Date:	19970804
Manifest ID:	96846605
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970515
Creation Date:	7/17/1997 0:00:00
Receipt Date:	19970515
Manifest ID:	96637488
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970515
Creation Date:	7/17/1997 0:00:00
Receipt Date:	19970515
Manifest ID:	96637488
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.03
Waste Quantity:	60
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Shipment Date:	19970212
Creation Date:	6/26/1997 0:00:00
Receipt Date:	19970212
Manifest ID:	96365304
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19970212
Creation Date:	6/26/1997 0:00:00
Receipt Date:	19970212
Manifest ID:	96365304
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.06
Waste Quantity:	120
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1998
Gen EPA ID:	CAD981617970

Shipment Date:	19980929
Creation Date:	1/21/1999 0:00:00
Receipt Date:	19981008
Manifest ID:	98442538
Trans EPA ID:	CAR000030841

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	Not reported
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980929
Creation Date:	1/21/1999 0:00:00
Receipt Date:	19981008
Manifest ID:	98442538
Trans EPA ID:	CAR000030841
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD981397417
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	211 - Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.
RCRA Code:	F002
Meth Code:	R01 - Recycler
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980701
Creation Date:	9/3/1998 0:00:00
Receipt Date:	19980707
Manifest ID:	98174582
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CA0000084517
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980407
Creation Date:	6/26/1998 0:00:00
Receipt Date:	19980409
Manifest ID:	97389228
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CA0000084517
Trans Name:	Not reported
TSDF Alt EPA ID:	CA0000084517
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980407
Creation Date:	6/26/1998 0:00:00
Receipt Date:	19980409
Manifest ID:	97389228
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CA0000084517
Trans Name:	Not reported
TSDF Alt EPA ID:	CA0000084517
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.03
Waste Quantity:	60
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Additional Code 5:	Not reported
Shipment Date:	19980113
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19980113
Manifest ID:	97353624
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0975
Waste Quantity:	195
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980113
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19980113
Manifest ID:	97353624
Trans EPA ID:	ILD984908202
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD053044053
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD053044053
TSDF Alt Name:	Not reported
Waste Code Description:	741 - Liquids with halogenated organic compounds > 1000 mg/l
RCRA Code:	F002
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.06
Waste Quantity:	120
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

CONTRA COSTA CO. SITE LIST:

Name:	GREAT AMERICAN DRY CLEANERS
Address:	1353 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0033522
Billing Status:	INACTIVE, NON-BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Program/Elements: HWG: LESS THAN 5 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 771013
CERS ID: 10011094

CERS:
Name: GREAT AMERICAN DRYCLEANING EST
Address: 1353 BUCHANAN ST
City,State,Zip: PITTSBURG, CA 94565-6406
Site ID: 470858
CERS ID: 110009538090
CERS Description: US EPA Air Emission Inventory System (EIS)

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: MIKE WISLER
Entity Title: SITE MGR
Affiliation Address: 1800 WILLOW PASS CT
Affiliation City: CONCORD
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Facility Owner
Entity Name: TAE AND SUSAN KIM
Entity Title: OWNER
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Environmental Contact
Entity Name: DENNIS KIM
Entity Title: OWNER'S SON
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Environmental Contact
Entity Name: DOUGLAS W MESSNER
Entity Title: PRESIDENT
Affiliation Address: 1800 WILLOW PASS CT
Affiliation City: CONCORD
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Environmental Contact
Entity Name: SUSAN KIM
Entity Title: ENVIRONMENTAL CONTACT

GREAT AMERICAN DRY CLEANERS (Continued) **S105265857**

Affiliation Address:	1353 BUCHANAN RD
Affiliation City:	PITTSBURG
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Facility Owner
Entity Name:	GREAT AMER DRY CLNR
Entity Title:	OWNER
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

HWTS:

Name:	GREAT AMERICAN DRY CLEANERS
Address:	1353 BUCHANAN RD
Address 2:	Not reported
City,State,Zip:	PITTSBURG, CA 945656406
EPA ID:	CAD981617970
Inactive Date:	06/30/2010
Create Date:	04/10/1987
Last Act Date:	04/05/2011
Mailing Name:	Not reported
Mailing Address:	1353 BUCHANAN RD
Mailing Address 2:	Not reported
Mailing City,State,Zip:	PITTSBURG, CA 945656406
Owner Name:	GREAT AMERICAN DRY CLEANING
Owner Address:	1353 BUCHANAN RD
Owner Address 2:	Not reported
Owner City,State,Zip:	PITTSBURG, CA 945650000
Contact Name:	SUSAN KIM
Contact Address:	1353 BUCHANAN RD
Contact Address 2:	Not reported
City,State,Zip:	PITTSBURG, CA 945650000

NAICS:

EPA ID:	CAD981617970
Create Date:	2002-03-14 16:36:26.000
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
Issued EPA ID Date:	1987-04-10 00:00:00
Inactive Date:	2010-06-30 00:00:00
Facility Name:	GREAT AMERICAN DRY CLEANERS
Facility Address:	1353 BUCHANAN RD
Facility Address 2:	Not reported
Facility City:	PITTSBURG
Facility County:	Not reported
Facility State:	CA
Facility Zip:	945656406

C13 **GREAT AMERICAN CLEANERS GW** **RCRA NonGen / NLR** **1014387544**
West **1353 BUCHANAN RD** **CAR000210971**
1/8-1/4 **CONCORD, CA 94565**
0.208 mi.
1100 ft. **Site 7 of 10 in cluster C**

Relative: **Higher**

Actual: **139 ft.**

RCRA NonGen / NLR:

Date Form Received by Agency:	20101109
Handler Name:	GREAT AMERICAN CLEANERS GW
Handler Address:	1353 BUCHANAN RD
Handler City,State,Zip:	CONCORD, CA 94565
EPA ID:	CAR000210971
Contact Name:	DOUGLAS W MESSNER
Contact Address:	1800 WILLOW PASS CT
Contact City,State,Zip:	CONCORD, CA 94520
Contact Telephone:	925-609-6200
Contact Fax:	Not reported
Contact Email:	MWISLER@SIERRAPACIFICPROP.COM
Contact Title:	PRESIDENT
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1800 WILLOW PASS CT
Mailing City,State,Zip:	CONCORD, CA 94520
Owner Name:	SEENO ENT LLC
Owner Type:	Private
Operator Name:	MIKE WISLER
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported

GREAT AMERICAN CLEANERS GW (Continued) **1014387544**

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20110126
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Hazardous Waste Summary:

Waste Code:	F002
Waste Description:	THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SEENO ENT LLC
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	1800 WILLOW PASS RD
Owner/Operator City,State,Zip:	CONCORD, CA 94520
Owner/Operator Telephone:	925-609-6200
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

GREAT AMERICAN CLEANERS GW (Continued) **1014387544**

Owner/Operator Indicator:	Operator
Owner/Operator Name:	MIKE WISLER
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SEENO ENT LLC
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	1800 WILLOW PASS RD
Owner/Operator City,State,Zip:	CONCORD, CA 94520
Owner/Operator Telephone:	925-609-6200
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	MIKE WISLER
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20100803
Handler Name:	GREAT AMERICAN CLEANERS GW
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20101109
Handler Name:	GREAT AMERICAN CLEANERS GW
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No

GREAT AMERICAN CLEANERS GW (Continued) **1014387544**

Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 81232
NAICS Description: DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

C14 **SEENO ENTERPRISES LLC** **RCRA-LQG** **1014386524**
West **1353 BUCHAMAN** **CAC002639538**
1/8-1/4 **PITTSBURG, CA 94530**
0.208 mi.
1100 ft. **Site 8 of 10 in cluster C**

Relative: **Higher**
Actual: **139 ft.**

RCRA-LQG:
Date Form Received by Agency: 20100225
Handler Name: SEENO ENTERPRISES LLC
Handler Address: 1353 BUCHAMAN
Handler City,State,Zip: PITTSBURG, CA 94530
EPA ID: CAC002639538
Contact Name: MIKE WISLER
Contact Address: WILLOW PASS COURT
Contact City,State,Zip: CONCORD, CA 94520
Contact Telephone: 925-609-6200
Contact Fax: Not reported
Contact Email: MWISLER@SIERRAPACIFICPROP.COM
Contact Title: FACILITIES MANAGER
EPA Region: 09
Land Type: Private
Federal Waste Generator Description: Large Quantity Generator
Non-Notifier: Not reported
Biennial Report Cycle: 2009
Accessibility: Not reported
Active Site Indicator: Handler Activities
State District Owner: Not reported
State District: Not reported
Mailing Address: WILLOW PASS COURT
Mailing City,State,Zip: CONCORD, CA 94520
Owner Name: SEENO ENTERPRISES LLC
Owner Type: Private
Operator Name: MIKE WISLER
Operator Type: Private
Short-Term Generator Activity: Yes
Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility Activity: No

SEENO ENTERPRISES LLC (Continued) **1014386524**

Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20101006
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Biennial: List of Years
Year: 2009

Click Here for Biennial Reporting System Data:

SEENO ENTERPRISES LLC (Continued) **1014386524**

Hazardous Waste Summary:
Waste Code: F002
Waste Description: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Handler - Owner Operator:
Owner/Operator Indicator: Operator
Owner/Operator Name: MIKE WISLER
Legal Status: Private
Date Became Current: 20000823
Date Ended Current: Not reported
Owner/Operator Address: Not reported
Owner/Operator City,State,Zip: Not reported
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: SEENO ENTERPRISES LLC
Legal Status: Private
Date Became Current: 20000823
Date Ended Current: Not reported
Owner/Operator Address: 4021 PORT CHICAGA HIGHWAY
Owner/Operator City,State,Zip: CONCORD, CA 94520
Owner/Operator Telephone: 925-671-7711
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20100225
Handler Name: SEENO ENTERPRISES LLC
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 81232
NAICS Description: DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

SEENO ENTERPRISES LLC (Continued) **1014386524**

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

C15 **GREAT AMERICAN CLEANERS GW** **RCRA-SQG** **1014387891**
West **1353 BUCHANAN RD** **CAR000215087**
1/8-1/4 **PITTSBURG, CA 94565**
0.208 mi.
1100 ft. **Site 9 of 10 in cluster C**

Relative:
Higher

Actual:
139 ft.

RCRA-SQG:

Date Form Received by Agency:	20101109
Handler Name:	GREAT AMERICAN CLEANERS GW
Handler Address:	1353 BUCHANAN RD
Handler City,State,Zip:	PITTSBURG, CA 94565
EPA ID:	CAR000215087
Contact Name:	MIKE WISLER
Contact Address:	1800 WILLOW PASS COURT
Contact City,State,Zip:	CONCORD, CA 94520
Contact Telephone:	925-609-6200
Contact Fax:	Not reported
Contact Email:	MWISLER@SIERRAPACIFICPROP.COM
Contact Title:	SITE MGR
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1800 WILLOW PASS COURT
Mailing City,State,Zip:	CONCORD, CA 94520
Owner Name:	SEENO ENT LLC
Owner Type:	Private
Operator Name:	MIKE WISLER
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported

GREAT AMERICAN CLEANERS GW (Continued) **1014387891**

Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20101223
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Hazardous Waste Summary:

Waste Code:	F002
Waste Description:	THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name:	MIKE WISLER

GREAT AMERICAN CLEANERS GW (Continued) **1014387891**

Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SEENO ENT LLC
Legal Status:	Private
Date Became Current:	20000823
Date Ended Current:	Not reported
Owner/Operator Address:	1800 WILLOW PASS COURT
Owner/Operator City,State,Zip:	CONCORD, CA 94520
Owner/Operator Telephone:	925-609-6200
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20101109
Handler Name:	GREAT AMERICAN CLEANERS GW
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

List of NAICS Codes and Descriptions:

NAICS Code:	81232
NAICS Description:	DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

16 WNW 1/8-1/4 0.221 mi. 1169 ft. | **ESTEVEN CORTES**
1382 VENTURA DRIVE
PITTSBURG, CA 94565 | **RCRA NonGen / NLR** | **1026049809**
CAC003056611

Relative: Higher

Actual: 129 ft.

RCRA NonGen / NLR:

Date Form Received by Agency:		20200219
Handler Name:	ESTEVEN CORTES	
Handler Address:		1382 VENTURA DRIVE
Handler City,State,Zip:		PITTSBURG, CA 94565
EPA ID:		CAC003056611
Contact Name:		ESTEVEN CORTES
Contact Address:		1382 VENTURA DRIVE
Contact City,State,Zip:		PITTSBURG, CA 94565
Contact Telephone:		925-852-8439
Contact Fax:		Not reported
Contact Email:		JCOOK@RMC.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		1382 VENTURA DRIVE
Mailing City,State,Zip:		PITTSBURG, CA 94565
Owner Name:		ESTEVEN CORTES
Owner Type:		Other
Operator Name:		ESTEVEN CORTES
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site State-Reg Handler:		---
Federal Facility Indicator:		Not reported
Hazardous Secondary Material Indicator:		N
Sub-Part K Indicator:		Not reported
Commercial TSD Indicator:		No
Treatment Storage and Disposal Type:		Not reported
2018 GPRA Permit Baseline:		Not on the Baseline
2018 GPRA Renewals Baseline:		Not on the Baseline
Permit Renewals Workload Universe:		Not reported

ESTEVEN CORTES (Continued) **1026049809**

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20200306
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	ESTEVEN CORTES
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1382 VENTURA DRIVE
Owner/Operator City,State,Zip:	PITTSBURG, CA 94565
Owner/Operator Telephone:	925-852-8439
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	ESTEVEN CORTES
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1382 VENTURA DRIVE
Owner/Operator City,State,Zip:	PITTSBURG, CA 94565
Owner/Operator Telephone:	925-852-8439
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

ESTEVEN CORTES (Continued) **1026049809**

Historic Generators:
- Receive Date: 20200219
- Handler Name: ESTEVEN CORTES
- Federal Waste Generator Description: Not a generator, verified
- State District Owner: Not reported
- Large Quantity Handler of Universal Waste: No
- Recognized Trader Importer: No
- Recognized Trader Exporter: No
- Spent Lead Acid Battery Importer: No
- Spent Lead Acid Battery Exporter: No
- Current Record: Yes
- Non Storage Recycler Activity: Not reported
- Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
- NAICS Code: 56299
- NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
- Violations: No Violations Found

Evaluation Action Summary:
- Evaluations: No Evaluations Found

C17 **BUCHANAN** **CONTRA COSTA CO. SITE LIST** **S123815525**
West **1331 BUCHANAN RD** **CERS** **N/A**
1/8-1/4 **PITTSBURG, CA 94565**
0.228 mi.
1204 ft. **Site 10 of 10 in cluster C**

Relative: Higher

Actual: 138 ft.

CONTRA COSTA CO. SITE LIST:
- Name: BUCHANAN
- Address: 1331 BUCHANAN RD
- City: PITTSBURG
- Facility ID: FA0042920
- Billing Status: ACTIVE, BILLABLE
- Program Status: CONTRA COSTA CO. SITE LIST
- Program/Elements: HMBP: LESS THAN 1000 LBS
- Region: CONTRA COSTA
- Cupa Number: 776396
- CERS ID: 10882375

CERS:
- Name: BUCHANAN
- Address: 1331 BUCHANAN RD
- City,State,Zip: PITTSBURG, CA 94565
- Site ID: 595534
- CERS ID: 10882375
- CERS Description: Chemical Storage Facilities

Violations:
- Site ID: 595534
- Site Name: buchanan
- Violation Date: 09-10-2021
- Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter

BUCHANAN (Continued) **S123815525**

	6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes:	OBSERVATION: The business failed to complete and electronically submit initially, annually, or triennially, a business plan when handling hazardous materials at or above the reportable threshold quantities. Business failed to complete and submit a business plan on CERS. CORRECTIVE ACTION: Complete and electronically submit a business plan.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	595534
Site Name:	buchanan
Violation Date:	09-10-2021
Citation:	HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3)
Violation Description:	Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.
Violation Notes:	OBSERVATION: The business failed to establish and electronically submit adequate emergency response procedures for a release or threatened release of a hazardous material. CORRECTIVE ACTION: Establish and electronically submit adequate emergency response procedures for a release or threatened release of a hazardous material within 30 days.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	595534
Site Name:	buchanan
Violation Date:	09-10-2021
Citation:	HSC 6.95 25507 - California Health and Safety Code, Chapter 6.95, Section(s) 25507
Violation Description:	Failure to adequately establish and implement a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes:	OBSERVATION: The business failed to establish and implement a business plan when handling hazardous materials at or above the reportable threshold quantities. Reportable quantity of carbon dioxide observed in use/stored at the business during the inspection. CORRECTIVE ACTION: Establish and implement a business plan for the facility. Submit documentation of correction to the unified program agency.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	595534
Site Name:	buchanan
Violation Date:	09-10-2021
Citation:	HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description:	Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training

BUCHANAN (Continued) **S123815525**

records for a minimum of three years.
Violation Notes: OBSERVATION: The business failed to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material including familiarity with the emergency response plan or failure to document and maintain training records for a minimum of three years. CORRECTIVE ACTION: Establish and electronically submit an employee training program containing provisions to ensure initial and annual training for all employees in safety procedures in the event of a release or threatened release of a hazardous material and document and maintain training records for a minimum of three years.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-10-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Enforcement Action:
Site ID: 595534
Site Name: buchanan
Site Address: 1331 BUCHANAN RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 09-10-2021
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Affiliation:
Affiliation Type Desc: Document Preparer
Entity Name: John Boyle
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Parent Corporation
Entity Name: Round Table Pizza
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported

BUCHANAN (Continued) **S123815525**

Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: CUPA District
Entity Name: Contra Costa County Health Services Department
Entity Title: Not reported
Affiliation Address: 4585 Pacheco BlvdSuite 100
Affiliation City: Martinez
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94553
Affiliation Phone: (925) 655-3200,

Affiliation Type Desc: Environmental Contact
Entity Name: Joe meusburger
Entity Title: Not reported
Affiliation Address: PO Box 1646
Affiliation City: Rancho Cordova
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95741
Affiliation Phone: ,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 1331 Buchanan Rd.
Affiliation City: Pittsburg
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94565
Affiliation Phone: ,

Affiliation Type Desc: Legal Owner
Entity Name: Circle Pizza LLC
Entity Title: Not reported
Affiliation Address: PO Box 1646
Affiliation City: Rancho Cordova
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95741
Affiliation Phone: (530) 895-8140,

Affiliation Type Desc: Operator
Entity Name: Circle Pizza LLC
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (916) 305-0144,

Affiliation Type Desc: Identification Signer
Entity Name: John Boyle
Entity Title: CEO

BUCHANAN (Continued) **S123815525**

Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

D18 **MICHAEL CAIN** **RCRA NonGen / NLR** **1026802233**
East **1884 HEATHERWOOD DRIVE** **CAC003114224**
1/8-1/4 **PITTSBURG, CA 94565**
0.248 mi.
1309 ft. **Site 1 of 2 in cluster D**

Relative: **Higher**
Actual: **103 ft.**

RCRA NonGen / NLR:

Date Form Received by Agency:		20210409
Handler Name:	MICHAEL CAIN	
Handler Address:		1884 HEATHERWOOD DRIVE
Handler City,State,Zip:		PITTSBURG, CA 94565
EPA ID:		CAC003114224
Contact Name:		MICHAEL CAIN
Contact Address:		1884 HEATHERWOOD DRIVE
Contact City,State,Zip:		PITTSBURG, CA 94565
Contact Telephone:		510-672-5870
Contact Fax:		Not reported
Contact Email:		MC_TROYCAIN@YAHOO.COM
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		1884 HEATHERWOOD DRIVE
Mailing City,State,Zip:		PITTSBURG, CA 94565
Owner Name:		MICHAEL CAIN
Owner Type:		Other
Operator Name:		MICHAEL CAIN
Operator Type:		Other
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No
Universal Waste Destination Facility:		No
Federal Universal Waste:		No
Active Site Fed-Reg Treatment Storage and Disposal Facility:		Not reported
Active Site Converter Treatment storage and Disposal Facility:		Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:		Not reported

MICHAEL CAIN (Continued) **1026802233**

Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20210415
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name:	MICHAEL CAIN
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1884 HEATHERWOOD DRIVE
Owner/Operator City,State,Zip:	PITTSBURG, CA 94565
Owner/Operator Telephone:	510-672-5870
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	MICHAEL CAIN
Legal Status:	Other

MICHAEL CAIN (Continued) **1026802233**

Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1884 HEATHERWOOD DRIVE
Owner/Operator City,State,Zip:	PITTSBURG, CA 94565
Owner/Operator Telephone:	510-672-5870
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20210409
Handler Name: MICHAEL CAIN	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No

List of NAICS Codes and Descriptions:

NAICS Code:	56299
NAICS Description:	ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

D19 **AT&T CORP. - WF1PT** **CONTRA COSTA CO. SITE LIST** **S124446071**
East **1700 BUCHANAN RD** **CERS** **N/A**
1/8-1/4 **PITTSBURG, CA 94565**
0.248 mi.
1312 ft. **Site 2 of 2 in cluster D**

Relative: Higher

Actual: 109 ft.

CONTRA COSTA CO. SITE LIST:

Name:	AT&T CORP. - WF1PT
Address:	1700 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0043364
Billing Status:	ACTIVE, BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP: 1K-10K LBS, 0-19 EMPLOYEES
Region:	CONTRA COSTA
Cupa Number:	776530
CERS ID:	10811905

CERS:

Name:	AT&T CORP. - WF1PT
Address:	1700 BUCHANAN RD

AT&T CORP. - WF1PT (Continued) **S124446071**

City,State,Zip: PITTSBURG, CA 94565
Site ID: 554431
CERS ID: 10811905
CERS Description: Chemical Storage Facilities

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: AT&T EH&S Hotline - Option #1
Entity Title: Not reported
Affiliation Address: 308 S. Akard St., 17th Floor
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75202
Affiliation Phone: ,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 308 S. Akard St., 17th Floor
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75202
Affiliation Phone: ,

Affiliation Type Desc: Parent Corporation
Entity Name: AT&T Corp.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Document Preparer
Entity Name: Peter Burnell, Sigma Consultants, Inc.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: CUPA District
Entity Name: Contra Costa County Health Services Department
Entity Title: Not reported
Affiliation Address: 4585 Pacheco BlvdSuite 100
Affiliation City: Martinez
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94553
Affiliation Phone: (925) 655-3200,

Affiliation Type Desc: Identification Signer
Entity Name: Jeremy McGrue

AT&T CORP. - WF1PT (Continued) **S124446071**

Entity Title: National EPCRA Manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Legal Owner
Entity Name: AT&T Corp.
Entity Title: Not reported
Affiliation Address: 308 S. Akard St., 17th Floor
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: United States
Affiliation Zip: 75202
Affiliation Phone: (214) 464-1712,

Affiliation Type Desc: Operator
Entity Name: AT&T Corp.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (800) 566-9347,

E20 **GREAT AMERICAN CLEANERS** **CPS-SLIC S106234931**
West **1317-1399 BUCHANAN ROAD** **ENF N/A**
1/4-1/2 **PITTSBURG, CA 94565** **CERS**
0.250 mi.
1321 ft. **Site 1 of 2 in cluster E**

Relative:
Higher

Actual:
135 ft.

SLIC REG 2:
Region: 2
Facility ID: 07S0140
Facility Status: Pollution Characterization
Date Closed: Not reported
Local Case #: Not reported
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Confirmed: Not reported
Date Prelim Site Assmnt Workplan Submitted: Not reported
Date Preliminary Site Assessment Began: Not reported
Date Pollution Characterization Began: Not reported
Date Remediation Plan Submitted: Not reported
Date Remedial Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

CPS-SLIC:
Name: GREAT AMERICAN CLEANERS
Address: 1317-1399 BUCHANAN ROAD
City,State,Zip: PITTSBURG, CA 94565
Region: STATE

GREAT AMERICAN CLEANERS (Continued) **S106234931**

Facility Status:	**Open - Assessment & Interim Remedial Action**
Status Date:	04/29/2009
Global Id:	SL601392685
Lead Agency:	SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number:	Not reported
Latitude:	37.998416
Longitude:	-121.872507
Case Type:	Cleanup Program Site
Case Worker:	MYM
Local Agency:	Not reported
RB Case Number:	07S0140
File Location:	Regional Board
Potential Media Affected:	Other Groundwater (uses other than drinking water), Soil
Potential Contaminants of Concern:	Tetrachloroethylene (PCE)
Site History:	Multiple investigations have been completed since PCE impacts were first detected in 2001. Additional soil and groundwater characterization is underway.

Click here to access the California GeoTracker records for this facility:

ENF:

Name:	GREAT AMERICAN CLEANERS
Address:	1317-1399 BUCHANAN
City,State,Zip:	PITTSBURG, CA
Region:	2
Facility Id:	229222
Agency Name:	Sierra Pacific Properties
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	Not reported
Place Longitude:	Not reported
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UNREGS

GREAT AMERICAN CLEANERS (Continued) **S106234931**

Program Category1:	UNREGS
Program Category2:	UNREGS
# Of Programs:	1
WDID:	2 07S0140
Reg Measure Id:	169447
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/21/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	240720
Region:	2
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	13267 Letter
Effective Date:	04/02/2002
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Active
Title:	Enforcement - 2 07S0140
Description:	Request for technical report - four soil borings and grab GW sampling
Program:	UNREGS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Name:	GREAT AMERICAN CLEANERS
Address:	1317-1399 BUCHANAN

GREAT AMERICAN CLEANERS (Continued) **S106234931**

City,State,Zip:	PITTSBURG, CA
Region:	2
Facility Id:	229222
Agency Name:	Sierra Pacific Properties
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	Not reported
Place Longitude:	Not reported
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UNREGS
Program Category1:	UNREGS
Program Category2:	UNREGS
# Of Programs:	1
WDID:	2 07S0140
Reg Measure Id:	169447
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/21/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported

GREAT AMERICAN CLEANERS (Continued) **S106234931**

WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	240097
Region:	2
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	13267 Letter
Effective Date:	01/28/2002
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Active
Title:	Enforcement - 2 07S0140
Description:	Request for a Remedial Action Plan
Program:	UNREGS
Latest Milestone Completion Date:	2/21/2002
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

CERS:

Name:	GREAT AMERICAN CLEANERS
Address:	1317-1399 BUCHANAN ROAD
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	196603
CERS ID:	SL601392685
CERS Description:	Cleanup Program Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	MARTIN MUSONGE - SAN FRANCISCO BAY RWQCB (REGION 2)
Entity Title:	Not reported
Affiliation Address:	1515 CLAY STREET
Affiliation City:	OAKLAND
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

E21
West
1/4-1/2
0.296 mi.
1564 ft.

Relative:
Higher

Actual:
134 ft.

SHELL
1315 BUCHANAN RD
PITTSBURG, CA 94565

Site 2 of 2 in cluster E

LUST
SWEEPS UST
Cortese
HIST CORTESE
CONTRA COSTA CO. SITE LIST
CERS

S100925496
N/A

LUST:

Name:	SHELL
Address:	1315 BUCHANAN RD
City,State,Zip:	PITTSBURG, CA 94565
Lead Agency:	SAN FRANCISCO BAY RWQCB (REGION 2)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0601300260
Global Id:	T0601300260
Latitude:	37.998268
Longitude:	-121.873545
Status:	Completed - Case Closed
Status Date:	01/21/1997
Case Worker:	Not reported
RB Case Number:	07-0279
Local Agency:	CONTRA COSTA COUNTY
File Location:	Not reported
Local Case Number:	60614
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

LUST:

Global Id:	T0601300260
Contact Type:	Local Agency Caseworker
Contact Name:	SUE LOYD
Organization Name:	CONTRA COSTA COUNTY
Address:	4333 PACHECO BLVD.
City:	MARTINEZ
Email:	sloyd@hsd.co.contra-costa.ca.us
Phone Number:	Not reported

LUST:

Global Id:	T0601300260
Action Type:	RESPONSE
Date:	09/30/1996
Action:	Correspondence
Global Id:	T0601300260
Action Type:	Other
Date:	10/17/1989
Action:	Leak Reported
Global Id:	T0601300260
Action Type:	Other
Date:	11/01/1995
Action:	Leak Stopped
Global Id:	T0601300260
Action Type:	ENFORCEMENT
Date:	01/21/1996
Action:	Closure/No Further Action Letter

SHELL (Continued) **S100925496**

Global Id: T0601300260
Action Type: Other
Date: 11/01/1985
Action: Leak Discovery

LUST:
Global Id: T0601300260
Status: Open - Case Begin Date
Status Date: 11/01/1985

Global Id: T0601300260
Status: Open - Site Assessment
Status Date: 10/03/1989

Global Id: T0601300260
Status: Completed - Case Closed
Status Date: 01/21/1997

LUST REG 2:
Region: 2
Facility Id: 07-0279
Facility Status: Case Closed
Case Number: 60614
How Discovered: Tank Closure
Leak Cause: UNK
Leak Source: UNK
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 10/3/1989
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

SWEEPS UST:
Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000001
Tank Status: Not reported
Capacity: 8000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 8

SHELL (Continued) **S100925496**

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000002
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000003
Tank Status: Not reported
Capacity: 550
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000004
Tank Status: Not reported
Capacity: 8000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT

SHELL (Continued) **S100925496**

Content: REG UNLEADED
Number Of Tanks: Not reported

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000005
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000006
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000007
Tank Status: Not reported
Capacity: 10000

SHELL (Continued) **S100925496**

Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: LEADED
Number Of Tanks: Not reported

Name: SHELL FOOD MART
Address: 1315 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 60614
Number: Not reported
Board Of Equalization: 44-000074
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-060614-000008
Tank Status: Not reported
Capacity: 550
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

CORTESE:
Name: SHELL
Address: 1315 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0601300260
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Active Open

HIST CORTESE:
edr_fname: SHELL
edr_fadd1: 1315 BUCHANAN
City,State,Zip: PITTSBURG, CA

SHELL (Continued) **S100925496**

Region: CORTESE
Facility County Code: 7
Reg By: LTNKA
Reg Id: 07-0279

CONTRA COSTA CO. SITE LIST:
Name: ANDY'S AUTO REPAIR SERVICE
Address: 1315 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0029799
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: REPORTED ZERO
Region: CONTRA COSTA
Cupa Number: 773128
CERS ID: 10017112

Name: UNIVERSAL SHELL
Address: 1315 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0032483
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: >100K-250K LBS, 0-19 EMPLOYEES
Region: CONTRA COSTA
Cupa Number: 760614
CERS ID: 10007974

Name: UNIVERSAL SHELL
Address: 1315 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0032483
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG GENERAL
Region: CONTRA COSTA
Cupa Number: 760614
CERS ID: 10007974

Name: UNIVERSAL SHELL
Address: 1315 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0032483
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: UNDERGROUND STORAGE TANK SITE
Region: CONTRA COSTA
Cupa Number: 760614
CERS ID: 10007974

CERS:
Name: SHELL
Address: 1315 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 197474
CERS ID: T0601300260

SHELL (Continued) **S100925496**

CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: SUE LOYD - CONTRA COSTA COUNTY
Entity Title: Not reported
Affiliation Address: 4333 PACHECO BLVD.
Affiliation City: MARTINEZ
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

22
NW
1/4-1/2
0.439 mi.
2318 ft.

STONEMAN ELEMENTARY SCHOOL
2929 LOVERIDGE ROAD
PITTSBURG, CA 94565

ENVIROSTOR SCH **S105840717 N/A**

Relative: Lower

Actual: 97 ft.

ENVIROSTOR:
Name: STONEMAN ELEMENTARY SCHOOL
Address: 2929 LOVERIDGE ROAD
City,State,Zip: PITTSBURG, CA 94565
Facility ID: 7820009
Status: Certified
Status Date: 07/11/2003
Site Code: 204116
Site Type: School Cleanup
Site Type Detailed: School
Acres: 13
NPL: NO
Regulatory Agencies: DTSC
Lead Agency: DTSC
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Northern California Schools & Santa Susana
Assembly: 11
Senate: 07
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 38.00423
Longitude: -121.8709
APN: NONE SPECIFIED
Past Use: * EDUCATIONAL SERVICES
Potential COC: Dioxin (as 2,3,7,8-TCDD TEQ Chromium VI
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: Not reported
Alias Type: Not reported

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

STONEMAN ELEMENTARY SCHOOL (Continued) **S105840717**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	STONEMAN ELEMENTARY SCHOOL
Address:	2929 LOVERIDGE ROAD
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	7820009
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	13
National Priorities List:	NO
Cleanup Oversight Agencies:	DTSC
Lead Agency:	DTSC
Lead Agency Description:	* DTSC
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Northern California Schools & Santa Susana
Site Code:	204116
Assembly:	11
Senate:	07
Special Program Status:	Not reported
Status:	Certified
Status Date:	07/11/2003
Restricted Use:	NO
Funding:	School District
Latitude:	38.00423
Longitude:	-121.8709
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Dioxin (as 2,3,7,8-TCDD TEQ, Dioxin (as 2,3,7,8-TCDD TEQ, Chromium VI Not reported
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	Not reported
Alias Type:	Not reported

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported

STONEMAN ELEMENTARY SCHOOL (Continued) **S105840717**

Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

F23 **CHEVRON USA** **SEMS-ARCHIVE** **1015732609**
East **2360 BUCHANON RD** **RCRA-LQG** **CAD000629170**
1/4-1/2 **PITTSBURG, CA 94565**
0.456 mi.
2408 ft. **Site 1 of 2 in cluster F**

Relative:
Higher

Actual:
123 ft.

SEMS Archive:
Site ID: 0900053
EPA ID: CAD000629170
Name: CHEVRON USA
Address: 2360 BUCHANON RD
Address 2: Not reported
City,State,Zip: PITTSBURG, CA 94565
Cong District: 07
FIPS Code: 06013
FF: N
NPL: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:
Region: 09
Site ID: 0900053
EPA ID: CAD000629170
Site Name: CHEVRON USA
NPL: N
FF: N
OU: 00
Action Code: VS
Action Name: ARCH SITE
SEQ: 1
Start Date: Not reported
Finish Date: 1988-11-04 05:00:00
Qual: Not reported
Current Action Lead: EPA Perf In-Hse

Region: 09
Site ID: 0900053
EPA ID: CAD000629170
Site Name: CHEVRON USA
NPL: N
FF: N
OU: 00
Action Code: PA
Action Name: PA
SEQ: 1
Start Date: Not reported
Finish Date: 1988-11-04 05:00:00
Qual: N
Current Action Lead: St Perf

Region: 09
Site ID: 0900053

CHEVRON USA (Continued) **1015732609**

EPA ID:	CAD000629170
Site Name:	CHEVRON USA
NPL:	N
FF:	N
OU:	00
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1987-12-01 05:00:00
Finish Date:	1987-12-01 05:00:00
Qual:	Not reported
Current Action Lead:	St Perf

RCRA-LQG:

Date Form Received by Agency:	20170509
Handler Name:	CHEVRON PIPE LINE COMPANY
Handler Address:	2360 BUCHANAN ROAD
Handler City,State,Zip:	PITTSBURG, CA 94565
EPA ID:	CAD000629170
Contact Name:	SARAH BRAGG-FLAVAN
Contact Address:	CAMINO MEDIA "E" WING
Contact City,State,Zip:	BAKERSFIELD, CA 93311
Contact Telephone:	661-654-7988
Contact Fax:	Not reported
Contact Email:	SBRAGGFLAVAN@CHEVRON.COM
Contact Title:	HES SPECIALIST-ENVIRONMENTAL
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Large Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	CAMINO MEDIA "E" WING
Mailing City,State,Zip:	BAKERSFIELD, CA 93311
Owner Name:	CHEVRON USA
Owner Type:	Private
Operator Name:	CHEVRON PIPE LINE COMPANY
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported

CHEVRON USA (Continued) **1015732609**

Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20170519
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Biennial: List of Years
Year: 2011

Click Here for Biennial Reporting System Data:

Hazardous Waste Summary:
Waste Code: D001
Waste Description: IGNITABLE WASTE

Waste Code: D005
Waste Description: BARIUM

Waste Code: D008
Waste Description: LEAD

CHEVRON USA (Continued) **1015732609**

Waste Code: D009
Waste Description: MERCURY

Waste Code: D018
Waste Description: BENZENE

Handler - Owner Operator:
Owner/Operator Indicator: Owner
Owner/Operator Name: CHEVRON USA
Legal Status: Private
Date Became Current: 19121201
Date Ended Current: Not reported
Owner/Operator Address: 2380 BUCHANAN ROAD
Owner/Operator City,State,Zip: PITTSBURG, CA 94565
Owner/Operator Telephone: 925-753-2000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHEVRON USA
Legal Status: Private
Date Became Current: 19121201
Date Ended Current: Not reported
Owner/Operator Address: 2380 BUCHANAN ROAD
Owner/Operator City,State,Zip: PITTSBURG, CA 94565
Owner/Operator Telephone: 925-753-2000
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHEVRON U.S.A. INC.
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: NOT REQUIRED
Owner/Operator City,State,Zip: NOT REQUIRED, ME 99999
Owner/Operator Telephone: 415-555-1212
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: CHEVRON USA
Legal Status: Private
Date Became Current: 19121201
Date Ended Current: Not reported
Owner/Operator Address: 9100 MING AVE
Owner/Operator City,State,Zip: BAKERSFIELD, CA 93311
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: CHEVRON PIPE LINE COMPANY

CHEVRON USA (Continued) **1015732609**

Legal Status:	Private
Date Became Current:	19450715
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	CHEVRON PIPE LINE COMPANY
Legal Status:	Private
Date Became Current:	19450715
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	NOT REQUIRED
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20130220
Handler Name:	CHEVRON PIPE LINE PITTSBURG (LOS MEDANOS PUMP STN)
Federal Waste Generator Description:	Large Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	19960901
Handler Name:	CHEVRON USA INC LOS MEDANOS STA
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	CA
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No

CHEVRON USA (Continued) **1015732609**

Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 19800818
Handler Name: CHEVRON USA INC LOS MEDANOS STA
Federal Waste Generator Description: Large Quantity Generator
State District Owner: CA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20170509
Handler Name: CHEVRON PIPE LINE COMPANY
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 213112
NAICS Description: SUPPORT ACTIVITIES FOR OIL AND GAS OPERATIONS

NAICS Code: 486110
NAICS Description: PIPELINE TRANSPORTATION OF CRUDE OIL

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

F24
East
1/4-1/2
0.456 mi.
2408 ft.

Relative:
Higher

Actual:
123 ft.

HIGHLANDS RANCH PHASE II
2360 BUCHANAN ROAD
PITTSBURG, CA 94565

Site 2 of 2 in cluster F

ENVIROSTOR **S101479941**
LUST **N/A**
CPS-SLIC
VCP
CERS HAZ WASTE
SWEEPS UST
HIST UST
Cortese
ENF
HIST CORTESE
CONTRA COSTA CO. SITE LIST
CIWQS
CERS

ENVIROSTOR:

Name:	LOS MEDANOS TANK FARM
Address:	2360 BUCHANAN RD
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	7290001
Status:	Refer: RWQCB
Status Date:	05/08/2020
Site Code:	201340
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	162
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Mera Golo
Supervisor:	Fernando A. Amador
Division Branch:	Cleanup Sacramento
Assembly:	11
Senate:	07
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	37.99396
Longitude:	-121.8552
APN:	089-150-013, 089150013
Past Use:	MANUFACTURING - PETROLEUM
Potential COC:	Lead TPH-diesel TPH-gas n-Butylbenzene sec-Butylbenzene Ethylbenzene Naphthalene Isopropylbenzene (see Cumene n-Propylbenzene
Confirmed COC:	Naphthalene Isopropylbenzene (see Cumene n-Propylbenzene TPH-diesel TPH-gas n-Butylbenzene sec-Butylbenzene Ethylbenzene Lead
Potential Description:	SOIL
Alias Name:	Not reported
Alias Type:	Not reported

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LUST:
Name: CHEVRON
Address: 2360 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0601300080
Global Id: T0601300080
Latitude: 37.9979
Longitude: -121.8558
Status: Completed - Case Closed
Status Date: 03/21/1997
Case Worker: Not reported
RB Case Number: 07-0084
Local Agency: CONTRA COSTA COUNTY
File Location: Not reported
Local Case Number: 07-10592
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0601300080
Contact Type: Local Agency Caseworker
Contact Name: SUE LOYD
Organization Name: CONTRA COSTA COUNTY
Address: 4333 PACHECO BLVD.
City: MARTINEZ
Email: sloyd@hsd.co.contra-costa.ca.us
Phone Number: Not reported

LUST:
Global Id: T0601300080
Action Type: Other
Date: 05/18/1986
Action: Leak Reported

Global Id: T0601300080
Action Type: Other
Date: 05/18/1986
Action: Leak Stopped

Global Id: T0601300080
Action Type: Other
Date: 05/18/1986
Action: Leak Discovery

LUST:
Global Id: T0601300080
Status: Open - Case Begin Date

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Status Date: 05/18/1986

Global Id: T0601300080
Status: Open - Site Assessment
Status Date: 04/06/1994

Global Id: T0601300080
Status: Completed - Case Closed
Status Date: 03/21/1997

LUST REG 2:
Region: 2
Facility Id: 07-0084
Facility Status: Case Closed
Case Number: 07-10592
How Discovered: Tank Closure
Leak Cause: UNK
Leak Source: UNK
Date Leak Confirmed: 4/6/1994
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

CPS-SLIC:
Name: HIGHLANDS RANCH PHASE II
Address: 2360 BUCHANAN ROAD
City,State,Zip: PITTSBURG, CA 94565
Region: STATE
Facility Status: **Open - Remediation**
Status Date: 09/01/2009
Global Id: SL0601316107
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number: Not reported
Latitude: 37.997985
Longitude: -121.858989
Case Type: Cleanup Program Site
Case Worker: ADF
Local Agency: Not reported
RB Case Number: 2119.1251
File Location: Regional Board
Potential Media Affected: Soil
Potential Contaminants of Concern: Crude Oil
Site History: Los Medanos Tank Farm was built around 1913 and contained 40 aboveground storage tanks, each with a capacity of 35,000 barrels. The site was owned and operated by Chevron, USA, and the tanks were used to store crude oil prior to refining. The site was used until 1980. In 1981, all of the tanks and associated piping were dismantled and removed, with the exception of one tank still used by Chevron at its pump station on Buchanan Road. The current property owner, West Coast Home Builders, is cleaning up the site for proposed residential development. As part of Phase I (2001-2003), an adjacent 50-acre

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

parcel in the western part of the former tank farm was cleaned up and redeveloped. Phase II of the project consists of excavating petroleum-contaminated soils from a 140-acre parcel and on-site treatment of excavated soils through bioremediation. 24 former tanks are entirely or partially located within the limits of Phase II. Highlands Ranch Phase II also includes four former wax ponds. The Remedial Action Plan was conditionally approved by the Regional Water Board in 2007 and remediation began on 9/22/2008. Remediation is still underway.

Click here to access the California GeoTracker records for this facility:

VCP:

Name:	LOS MEDANOS TANK FARM
Address:	2360 BUCHANAN RD
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	7290001
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	162
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Mera Golo
Supervisor:	Fernando A. Amador
Division Branch:	Cleanup Sacramento
Site Code:	201340
Assembly:	11
Senate:	07
Special Programs Code:	Voluntary Cleanup Program
Status:	Refer: RWQCB
Status Date:	05/08/2020
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	37.99396 / -121.8552
APN:	089-150-013, 089150013
Past Use:	MANUFACTURING - PETROLEUM
Potential COC:	30013, 30024, 30025, 30103, 30104, 30272, 30484, 30498, 30499
Confirmed COC:	30484,30498,30499,30024,30025,30103,30104,30272,30013
Potential Description:	SOIL
Alias Name:	Not reported
Alias Type:	Not reported

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CERS HAZ WASTE:
Name: CHEVRON PIPELINE CO/LOS MEDANOS
Address: 2360 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 389855
CERS ID: 10005628
CERS Description: Hazardous Waste Generator

SWEEPS UST:
Name: CHEVRON USA - LOS MEDANOS STA
Address: 2360 BUCHANAN RD
City: PITTSBURG
Status: Not reported
Comp Number: 10592
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

HIST UST:
Name: LOS MEDANOS METERING FACILITY
Address: 2360 BUCHANAN ROAD
City,State,Zip: PITTSBURG, CA 94565
File Number: 0002279E
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002279E.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

CORTESE:
Name: CHEVRON PIPELINE
Address: 2360 BUCHANAN
City,State,Zip: PITTSBURG, CA 94565
Region: CORTESE
Envirostor Id: Not reported
Global ID: Not reported
Site/Facility Type: Not reported
Cleanup Status: Not reported
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: CORTESE
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: 2
WID Id: 2 078347N01
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Cease Desist Orders & Cleanup Abatement Orders

Name: CHEVRON
Address: 2360 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0601300080
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Active Open

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

ENF:

Name:	CHEVRON PIPELINE
Address:	2360 BUCHANAN
City,State,Zip:	PITTSBURG, CA 94565
Region:	2
Facility Id:	217537
Agency Name:	Chevron Pipeline Company Pittsburg
Place Type:	All Other
Place Subtype:	Dredge/Fill Site
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	37.998002
Place Longitude:	-121.858956
SIC Code 1:	4612
SIC Desc 1:	Crude Petroleum Pipelines
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	Not reported
Program Category1:	Not reported
Program Category2:	UNREGS
# Of Programs:	Not reported
WDID:	2 078347N01
Reg Measure Id:	167325
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	06/17/2005
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	Not reported
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	236019
Region:	2
Order / Resolution Number:	R2-2000-0104
Enforcement Action Type:	Clean-up and Abatement Order
Effective Date:	10/13/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Active
Title:	Enforcement - 2 078347N01
Description:	Not reported
Program:	ENFCAO
Latest Milestone Completion Date:	12/7/2001
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

HIST CORTESE:

edr_fname:	CHEVRON
edr_fadd1:	2360 BUCHANAN
City,State,Zip:	PITTSBURG, CA
Region:	CORTESE
Facility County Code:	7
Reg By:	LTNKA
Reg Id:	07-0084

CONTRA COSTA CO. SITE LIST:

Name:	CHEVRON PIPELINE CO/LOS MEDANOS
Address:	2360 BUCHANAN RD
City:	PITTSBURG
Facility ID:	FA0031582
Billing Status:	ACTIVE, BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP: >10K-100K LBS, 0-19 EMPLOYEES
Region:	CONTRA COSTA
Cupa Number:	710592
CERS ID:	10005628

Name: CHEVRON PIPELINE CO/LOS MEDANOS

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Address: 2360 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0031582
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: LESS THAN 5 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 710592
CERS ID: 10005628

Name: CHEVRON PIPELINE CO/LOS MEDANOS
Address: 2360 BUCHANAN RD
City: PITTSBURG
Facility ID: FA0031582
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: UNDERGROUND STORAGE TANK SITE
Region: CONTRA COSTA
Cupa Number: 710592
CERS ID: 10005628

CIWQS:
Name: CHEVRON PIPELINE
Address: 2360 BUCHANAN
City,State,Zip: PITTSBURG, CA 94565
Agency: Chevron Pipeline Company Pittsburg
Agency Address: 2360 Buchanan Road, Pittsburg, CA 94565
Place/Project Type: Dredge/Fill Site
SIC/NAICS: 4612
Region: 2
Program: CERFILLEXC
Regulatory Measure Status: Historical
Regulatory Measure Type: 401 Certification
Order Number: Not reported
WDID: C-07-0510
NPDES Number: Not reported
Adoption Date: Not reported
Effective Date: Not reported
Termination Date: Not reported
Expiration/Review Date: Not reported
Design Flow: Not reported
Major/Minor: Not reported
Complexity: Not reported
TTWQ: Not reported
Enforcement Actions within 5 years: 0
Violations within 5 years: 0
Latitude: 37.998002
Longitude: -121.858956

CERS:
Name: CHEVRON PIPELINE CO/LOS MEDANOS
Address: 2360 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 389855
CERS ID: 10005628
CERS Description: Chemical Storage Facilities

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-15-2019
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	11-24-2020
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	11-24-2020
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Looked up remote site consolidation requirements, discussed with KA
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	11-24-2020
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	12-07-2016
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-15-2019
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	12-07-2016

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Affiliation:

Affiliation Type Desc:	Identification Signer
Entity Name:	Nathan Heller
Entity Title:	Environmental Specialist
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Legal Owner
Entity Name:	CHEVRON PIPE LINE CO. - LOS MEDANOS
Entity Title:	Not reported
Affiliation Address:	PO Box 81438
Affiliation City:	Bakersfield
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	93380
Affiliation Phone:	(661) 615-4614,

Affiliation Type Desc:	Parent Corporation
Entity Name:	CPLCAAsset
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	CUPA District
Entity Name:	Contra Costa County Health Services Department
Entity Title:	Not reported
Affiliation Address:	4585 Pacheco BlvdSuite 100
Affiliation City:	Martinez
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94553
Affiliation Phone:	(925) 655-3200,

Affiliation Type Desc:	Document Preparer
Entity Name:	Nathan Heller
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Affiliation Type Desc: Operator
Entity Name: CHEVRON PIPE LINE CO. - LOS MEDANOS
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (925) 753-2000,

Affiliation Type Desc: Environmental Contact
Entity Name: Michael McDonald
Entity Title: Not reported
Affiliation Address: P.O. Box 81438
Affiliation City: BAKERSFIELD
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93380
Affiliation Phone: ,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 2360 BUCHANAN ROAD
Affiliation City: PITTSBURG
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94565
Affiliation Phone: ,

Name: HIGHLANDS RANCH PHASE II
Address: 2360 BUCHANAN ROAD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 257507
CERS ID: SL0601316107
CERS Description: Cleanup Program Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: ALAN FRIEDMAN - SAN FRANCISCO BAY RWQCB (REGION 2)
Entity Title: Not reported
Affiliation Address: 1515 CLAY ST., SUITE 1400
Affiliation City: OAKLAND
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Name: CHEVRON
Address: 2360 BUCHANAN RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 225687
CERS ID: T0601300080
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:

HIGHLANDS RANCH PHASE II (Continued) **S101479941**

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	SUE LOYD - CONTRA COSTA COUNTY
Entity Title:	Not reported
Affiliation Address:	4333 PACHECO BLVD.
Affiliation City:	MARTINEZ
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Name:	CHEVRON PIPELINE
Address:	2360 BUCHANAN
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	311072
CERS ID:	217537
CERS Description:	Wetlands - Fill and Dredge Material

Enforcement Action:

Site ID:	311072
Site Name:	Chevron Pipeline
Site Address:	2360 BUCHANAN
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	10-13-2000
Enf Action Type:	Clean-up and Abatement Order
Enf Action Description:	Clean-up and Abatement Order
Enf Action Notes:	Not reported
Enf Action Division:	Water Boards
Enf Action Program:	UNSPEC
Enf Action Source:	CIWQS,

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25 **PITTSBURG RIVERSIDE SITE** **ENVIROSTOR** **S110326396**
NW **1151 STONEMAN AVENUE** **SCH** **N/A**
1/4-1/2 **PITTSBURG, CA 94565**
0.497 mi.
2623 ft.

Relative:
Lower

Actual:
100 ft.

ENVIROSTOR:

Name:	PITTSBURG RIVERSIDE SITE
Address:	1151 STONEMAN AVENUE
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	60001298
Status:	No Further Action
Status Date:	07/15/2010
Site Code:	204241
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	6.6
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Mellan Songco
Supervisor:	Mark Malinowski
Division Branch:	Northern California Schools & Santa Susana
Assembly:	11
Senate:	07

PITTSBURG RIVERSIDE SITE (Continued) **S110326396**

Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 38.00461
Longitude: -121.8744
APN: 088-131-009
Past Use: RESIDENTIAL AREA
Potential COC: Arsenic Chlordane DDD DDE DDT Lead
Confirmed COC: 30001-NO 30004-NO 30013-NO 30006-NO 30007-NO 30008-NO No Contaminants found
Potential Description: SOIL
Alias Name: 088-131-009
Alias Type: APN
Alias Name: Camp Stoneman
Alias Type: Former Project ID
Alias Name: 204241
Alias Type: Project Code (Site Code)
Alias Name: 60001298
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/21/2010
Comments: DTSC sent a CRU to the accounting unit to summarize costs associated with the Phase 1 and Phase 1 addendum

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 06/09/2010
Comments: DTSC approved the Phase 1 addendum with a no further action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 06/03/2010
Comments: Conducted a site walkthrough on June 3, 2010.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: PITTSBURG RIVERSIDE SITE
Address: 1151 STONEMAN AVENUE
City,State,Zip: PITTSBURG, CA 94565

PITTSBURG RIVERSIDE SITE (Continued) **S110326396**

Facility ID:	60001298
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	6.6
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Mellan Songco
Supervisor:	Mark Malinowski
Division Branch:	Northern California Schools & Santa Susana
Site Code:	204241
Assembly:	11
Senate:	07
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	07/15/2010
Restricted Use:	NO
Funding:	School District
Latitude:	38.00461
Longitude:	-121.8744
APN:	088-131-009
Past Use:	RESIDENTIAL AREA
Potential COC:	Arsenic, Arsenic, Chlordane, DDD, DDE, DDT, Lead
Confirmed COC:	30001-NO, 30004-NO, 30013-NO, 30006-NO, 30007-NO, 30008-NO, No Contaminants found
Potential Description:	SOIL
Alias Name:	088-131-009
Alias Type:	APN
Alias Name:	Camp Stoneman
Alias Type:	Former Project ID
Alias Name:	204241
Alias Type:	Project Code (Site Code)
Alias Name:	60001298
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	07/21/2010
Comments:	DTSC sent a CRU to the accounting unit to summarize costs associated with the Phase 1 and Phase 1 addendum
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1 Addendum
Completed Date:	06/09/2010
Comments:	DTSC approved the Phase 1 addendum with a no further action determination
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	06/03/2010
Comments:	Conducted a site walkthrough on June 3, 2010.

PITTSBURG RIVERSIDE SITE (Continued) **S110326396**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

G26 **THE DOW CHEMICAL CO.** **ENVIROSTOR** **S110494380**
North **FOOT OF LOVERIDGE ROAD** **N/A**
1/2-1 **PITTSBURG, CA 94565**
0.968 mi.
5110 ft. **Site 1 of 3 in cluster G**

Relative:
Lower

Actual:
43 ft.

ENVIROSTOR:

Name:	THE DOW CHEMICAL CO.
Address:	FOOT OF LOVERIDGE ROAD
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	71002583
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Berkeley
Assembly:	14
Senate:	07
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	38.01293
Longitude:	-121.8635
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD076528678
Alias Type:	EPA Identification Number
Alias Name:	110000602544
Alias Type:	EPA (FRS #)
Alias Name:	71002583
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported

THE DOW CHEMICAL CO. (Continued) **S110494380**

Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

G27 **UNION CARBIDE, PITTSBURG** **HIST Cal-Sites** **S102008337**
North **2000 LOVERIDGE ROAD** **N/A**
1/2-1 **PITTSBURG, CA 94565**
0.971 mi.
5126 ft. **Site 2 of 3 in cluster G**

Relative: **Lower**

Actual: **42 ft.**

Calsite:

Name:	UNION CARBIDE, PITTSBURG
Address:	2000 LOVERIDGE ROAD
City:	PITTSBURG
Region:	BERKELEY
Facility ID:	07290042
Facility Type:	RP
Type:	RESPONSIBLE PARTY
Branch:	NC
Branch Name:	NORTH COAST
File Name:	Not reported
State Senate District:	06011984
Status:	CERTIFIED AS HAVING BEEN REMEDIED SATISFACTORILY UNDER DTSC OVERSIGHT
Status Name:	CERTIFIED
Lead Agency:	N/A
NPL:	Not reported
SIC Code:	29
SIC Name:	MANU - PETROLEUM & COAL PRODUCTS
Access:	Not reported
Cortese:	Not reported
Hazardous Ranking Score:	Not reported
Date Site Hazard Ranked:	Not reported
Groundwater Contamination:	Not reported
Staff Member Responsible for Site:	XBRYANT
Supervisor Responsible for Site:	Not reported
Region Water Control Board:	Not reported
Region Water Control Board Name:	Not reported
Lat/Long Direction:	Not reported
Lat/Long (dms):	0 0 0 / 0 0 0
Lat/long Method:	Not reported
Lat/Long Description:	Not reported
State Assembly District Code:	11
State Senate District Code:	07
Facility ID:	07290042
Activity:	CERT
Activity Name:	CERTIFICATION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported

UNION CARBIDE, PITTSBURG (Continued) **S102008337**

Comments Date:	06011984
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	CERT
Definition of Status:	CERTIFIED
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	2000 LOVERIDGE ROAD
Alternate City,St,Zip:	PITTSBURG, CA 94565

Background Info: The site is located in Pittsburg on Loveridge Road, north of Highway 4. The facility produces oxygen, nitrogen, and argon through reduction of atmospheric air. Air is compressed, liquified, and the Component gases separated in a fracionating column. The site was operated by Union Carbide Industrial Gases, Inc. until 1992, when the Industrial Gases division spun off to create Praxair, Inc. Currently the site is owned by Praxair and operates as the company's Northern Califonria (San Francicsco Region) manufacturing plant. Praxair continues to produce industrial gases at this location. In 1983, the California Department of Fish and Game (CDFG) filed a complaint against Union Carbide for dumping sludge in a drainage ditch. A sample was collected from the drainage ditch and the soil was found to be high in metals: zinc (2,190 ppm), chromium (1,740 ppm), copper (1,100 ppm), lead (370 ppm), nickel (120 ppm). A Fish Bioassay was conducted and the fish died at a 500 mg/l concentration of the sludge. The sludge was created when Union Carbide eliminated its water cooling system. The sediment accumulated from teh system was dumped in a drainage ditch. Due to the results of the sampling data and the Fish Bioassay, the CDFG ordered the soil removed from the drainage ditch. On March 7, 1984, 48 cubic yards of contaminated soil, from the North Field, was hauled off-site to IT Transportation Corporation Class I landfill in Benicia, California. Confirmation samples were collected after the excavations of the drainage ditch and the soil piles March 21, 1984. The remaining concentrations of contaminants were still elevated. On June 14, 1984, Union Carbide excavated 11 more cubic yards of soil from the drainage ditch, approximately the top eight inches of soil, and hauled it off-site to the same Class I landfill. In a letter dated July 19, 1984, DTSC informed Union Carbide, the proper disposal of all the contaminated soil from the drainage ditch and the soil piles was carried out in accordance with the Department's requirements. Praxair is operating under the oversight of the County of Contra Costa Environmental Health Department, Hazardous Materials Program (HMP). the HMP provides oversight, guidance, investigation and enforcement of the laws involving the handling storage and processing of hazardous materials.

UNION CARBIDE, PITTSBURG (Continued) **S102008337**

Contra Costa Hazardous Materials Program is the Certified Unified Program Agency (CUPA) for all of Contra Costa County. The Praxair is a Small Quantity Generator. According to Mr. Paul Andrews an Environmental Health Inspector for the County of Contra Costa, Praxair is currently operating without any violations.

Comments Date:	06011984
Comments:	Certified Site. Certification was confirmed by a report
Comments Date:	06011984
Comments:	prepared by the Auditor General.
ID Name:	CALSTARS CODE
ID Value:	200033
ID Name:	HWIS IDENTIFICATION CODE
ID Value:	CAD009128471
ID Name:	BEP DATABASE PCODE
ID Value:	P21025
ID Name:	EPA IDENTIFICATION NUMBER
ID Value:	CAD009128471
Alternate Name:	UNION CARBIDE, PITTSBURG
Alternate Name:	Not reported
Special Programs Code:	Not reported
Special Programs Name:	Not reported

G28 **PRAXAIR, INC - 935** **RESPONSE** **1000336443**
North **2000 LOVERIDGE RD** **ENVIROSTOR** **N/A**
1/2-1 **PITTSBURG, CA 94565** **LUST**
0.971 mi. **AST**
5126 ft. **Site 3 of 3 in cluster G** **CERS HAZ WASTE**
SWEEPS UST
Relative: **HIST UST**
Lower **CERS TANKS**
Actual: **Cortese**
42 ft. **HIST CORTESE**
NPDES
CONTRA COSTA CO. SITE LIST
WDS
CIWQS
CERS
HWTS

RESPONSE:

Name:	UNION CARBIDE, PITTSBURG
Address:	2000 LOVERIDGE ROAD
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	7290042
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	31.45
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Denise Tsuji
Division Branch:	Cleanup Berkeley
Site Code:	Not reported
Site Mgmt. Req.:	NONE SPECIFIED
Assembly:	14
Senate:	07

PRAXAIR, INC - 935 (Continued) **1000336443**

Special Program Status:	Not reported
Status:	Certified
Status Date:	06/01/1984
Restricted Use:	NO
Funding:	Responsible Party
Latitude:	38.01438
Longitude:	-121.8646
APN:	073190003
Past Use:	OIL/WATER SEPARATORS
Potential COC :	Total Chromium (1:6 ratio Cr VI:Cr III Lead Copper and compounds Zinc Not reported
Confirmed COC:	Copper and compounds Total Chromium (1:6 ratio Cr VI:Cr III Lead Zinc Not reported
Potential Description:	SOIL
Alias Name:	Not reported
Alias Type:	Not reported

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

ENVIROSTOR:

Name:	UNION CARBIDE, PITTSBURG
Address:	2000 LOVERIDGE ROAD
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	7290042
Status:	Certified
Status Date:	06/01/1984
Site Code:	Not reported
Site Type:	State Response
Site Type Detailed:	State Response or NPL
Acres:	31.45
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Denise Tsuji
Division Branch:	Cleanup Berkeley
Assembly:	14
Senate:	07
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party

PRAXAIR, INC - 935 (Continued) **1000336443**

Latitude: 38.01438
Longitude: -121.8646
APN: 073190003
Past Use: OIL/WATER SEPARATORS
Potential COC: Total Chromium (1:6 ratio Cr VI:Cr III Lead Copper and compounds Zinc Not reported
Confirmed COC: Copper and compounds Total Chromium (1:6 ratio Cr VI:Cr III Lead Zinc Not reported
Potential Description: SOIL
Alias Name: Not reported
Alias Type: Not reported

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LUST:
Name: UNION CARBIDE CORP
Address: 2000 LOVERIDGE RD
City,State,Zip: PITTSBURG, CA 94565
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0601300320
Global Id: T0601300320
Latitude: 38.014486
Longitude: -121.864448
Status: Completed - Case Closed
Status Date: 07/10/1997
Case Worker: Not reported
RB Case Number: 07-0342
Local Agency: CONTRA COSTA COUNTY
File Location: Not reported
Local Case Number: 04622
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0601300320
Contact Type: Local Agency Caseworker
Contact Name: SUE LOYD
Organization Name: CONTRA COSTA COUNTY
Address: 4333 PACHECO BLVD.
City: MARTINEZ
Email: sloyd@hsd.co.contra-costa.ca.us

PRAXAIR, INC - 935 (Continued) **1000336443**

Phone Number: Not reported

LUST:
Global Id: T0601300320
Action Type: ENFORCEMENT
Date: 07/10/1997
Action: Closure/No Further Action Letter

Global Id: T0601300320
Action Type: Other
Date: 06/05/1988
Action: Leak Reported

Global Id: T0601300320
Action Type: Other
Date: 11/16/1989
Action: Leak Stopped

Global Id: T0601300320
Action Type: Other
Date: 06/26/1988
Action: Leak Discovery

LUST:
Global Id: T0601300320
Status: Open - Case Begin Date
Status Date: 06/05/1988

Global Id: T0601300320
Status: Open - Site Assessment
Status Date: 01/11/1990

Global Id: T0601300320
Status: Completed - Case Closed
Status Date: 07/10/1997

LUST REG 2:
Region: 2
Facility Id: 07-0342
Facility Status: Case Closed
Case Number: 04622
How Discovered: Tank Closure
Leak Cause: UNK
Leak Source: UNK
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 1/11/1990
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

AST:

PRAXAIR, INC - 935 (Continued) **1000336443**

Name:	PRAXAIR, INC - 935
Address:	2000 LOVERIDGE RD
City/Zip:	PITTSBURG,94565
Certified Unified Program Agencies:	Not reported
Owner:	Praxair, Inc.
Total Gallons:	Not reported
CERSID:	10004470
Facility ID:	07-000-704622
Business Name:	Praxair, Inc.
Phone:	(925) 427-3955
Fax:	(925) 427-3922
Mailing Address:	2000 Loveridge Road
Mailing Address City:	Pittsburg
Mailing Address State:	CA
Mailing Address Zip Code:	94565
Operator Name:	Praxair, Inc.
Operator Phone:	(203) 794-2000
Owner Phone:	(203) 794-2000
Owner Mail Address:	39 Old Ridgebury Road
Owner State:	CT
Owner Zip Code:	6810
Owner Country:	United States
Property Owner Name:	Praxair, Inc
Property Owner Phone:	(203) 794-2000
Property Owner Mailing Address:	39 Old Ridgebury Road
Property Owner City:	Danbury
Property Owner Stat :	CT
Property Owner Zip Code:	6810
Property Owner Country:	United States
EPAID:	CAD009122961

CERS HAZ WASTE:

Name:	LINDE INC - 935
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	399852
CERS ID:	10004470
CERS Description:	Hazardous Waste Generator

Name:	PRAXAIR DISTRIBUTION INC. ANNEX
Address:	2000 LOVERIDGE RD # A
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	572599
CERS ID:	10864501
CERS Description:	Hazardous Chemical Management

SWEEPS UST:

Name:	UNION CARBIDE CORP., LINDE DIV
Address:	2000 LOVERIDGE RD
City:	PITTSBURG
Status:	Not reported
Comp Number:	4622
Number:	Not reported
Board Of Equalization:	44-002196
Referral Date:	Not reported
Action Date:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-004622-000001
Tank Status: Not reported
Capacity: 500
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: 8

Name: UNION CARBIDE CORP., LINDE DIV
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Status: Not reported
Comp Number: 4622
Number: Not reported
Board Of Equalization: 44-002196
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-004622-000002
Tank Status: Not reported
Capacity: 4000
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

Name: UNION CARBIDE CORP., LINDE DIV
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Status: Not reported
Comp Number: 4622
Number: Not reported
Board Of Equalization: 44-002196
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-004622-000003
Tank Status: Not reported
Capacity: 12000
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

Name: UNION CARBIDE CORP., LINDE DIV
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Status: Not reported
Comp Number: 4622
Number: Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Board Of Equalization: 44-002196
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-004622-000004
Tank Status: Not reported
Capacity: 15000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Name: UNION CARBIDE CORP., LINDE DIV
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Status: Not reported
Comp Number: 4622
Number: Not reported
Board Of Equalization: 44-002196
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-004622-000005
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Name: UNION CARBIDE CORP., LINDE DIV
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Status: Not reported
Comp Number: 4622
Number: Not reported
Board Of Equalization: 44-002196
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 07-000-004622-000006
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: UNION CARBIDE CORP., LINDE DIV
Address: 2000 LOVERIDGE RD
City: PITTSBURG

PRAXAIR, INC - 935 (Continued) **1000336443**

Status:	Not reported
Comp Number:	4622
Number:	Not reported
Board Of Equalization:	44-002196
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	07-000-004622-000007
Tank Status:	Not reported
Capacity:	1000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

Name:	UNION CARBIDE CORP., LINDE DIV
Address:	2000 LOVERIDGE RD
City:	PITTSBURG
Status:	Not reported
Comp Number:	4622
Number:	Not reported
Board Of Equalization:	44-002196
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	07-000-004622-000008
Tank Status:	Not reported
Capacity:	15000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

HIST UST:

Name:	UNION CARBIDE CORP., LINDE DIV
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000004622
Facility Type:	Other
Other Type:	MFG. INDUSTRIAL GASE
Contact Name:	C. TALMORE, GEN. SUPT. PROD.
Telephone:	4154399171
Owner Name:	UNION CARBIDE CORPORATION
Owner Address:	OLD RIDGEBURY RD.
Owner City,St,Zip:	DANBURY, CT 06817
Total Tanks:	0009

Tank Num:	001
Container Num:	08
Year Installed:	1979

PRAXAIR, INC - 935 (Continued) **1000336443**

Tank Capacity: 00002300
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: 6
Leak Detection: None

Tank Num: 002
Container Num: 07
Year Installed: 1959
Tank Capacity: 00171000
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: 6
Leak Detection: None

Tank Num: 003
Container Num: 06
Year Installed: 1959
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 05
Year Installed: 1976
Tank Capacity: 00004000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 005
Container Num: 04
Year Installed: 1978
Tank Capacity: 00012000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 006
Container Num: 03
Year Installed: 1980
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 007
Container Num: 02
Year Installed: 1959
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL

PRAXAIR, INC - 935 (Continued) **1000336443**

Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 008
Container Num: 01
Year Installed: 1959
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 009
Container Num: #09
Year Installed: 1962
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

CERS TANKS:
Name: LINDE INC - 935
Address: 2000 LOVERIDGE RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 399852
CERS ID: 10004470
CERS Description: Underground Storage Tank

Name: LINDE INC - 935
Address: 2000 LOVERIDGE RD
City,State,Zip: PITTSBURG, CA 94565
Site ID: 399852
CERS ID: 10004470
CERS Description: Aboveground Petroleum Storage

CORTESE:
Name: UNION CARBIDE CORP
Address: 2000 LOVERIDGE RD
City,State,Zip: PITTSBURG, CA 94565
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0601300320
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Active Open

HIST CORTESE:
edr_fname: UNION CARBIDE CORP
edr_fadd1: 2000 LOVERIDGE
City,State,Zip: PITTSBURG, CA 94565
Region: CORTESE
Facility County Code: 7
Reg By: LTNKA
Reg Id: 07-0342

NPDES:
Name: LINDE INC
Address: 2000 LOVERIDGE RD
City,State,Zip: PITTSBURG, CA 94565
Facility Status: Active
NPDES Number: CAS000001
Region: 2
Agency Number: 0
Regulatory Measure ID: 181909
Place ID: Not reported
Order Number: 97-03-DWQ
WDID: 2 07I013786
Regulatory Measure Type: Enrollee
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 03/10/1998
Termination Date Of Regulatory Measure: Not reported
Expiration Date Of Regulatory Measure: Not reported
Discharge Address: 2000 Loveridge Road
Discharge Name: Linde Inc
Discharge City: Pittsburg
Discharge State: California
Discharge Zip: 94565
Status: Not reported
Status Date: Not reported
Operator Name: Not reported
Operator Address: Not reported
Operator City: Not reported
Operator State: Not reported
Operator Zip: Not reported

NPDES as of 03/2018:
NPDES Number: Not reported
Status: Not reported
Agency Number: Not reported
Region: 2
Regulatory Measure ID: 181909
Order Number: Not reported
Regulatory Measure Type: Industrial
Place ID: Not reported
WDID: 2 07I013786
Program Type: Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	05/09/2008
Processed Date:	03/10/1998
Status:	Active
Status Date:	03/10/1998
Place Size:	31
Place Size Unit:	Acres
Contact:	Jerad Stager
Contact Title:	Not reported
Contact Phone:	925-427-3955
Contact Phone Ext:	Not reported
Contact Email:	jerad_stager@praxair.com
Operator Name:	Praxair Inc
Operator Address:	2000 Loveridge Road
Operator City:	Pittsburg
Operator State:	California
Operator Zip:	94565
Operator Contact:	Jerad Stager
Operator Contact Title:	Associate Director
Operator Contact Phone:	925-427-3955
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	jerad_stager@praxair.com
Operator Type:	Private Business
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	California
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	925-427-3955
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Dir Discharge Uswater Ind:	N
Receiving Water Name:	Kirker Creek
Certifier:	Jerad Stager
Certifier Title:	Facility Manager
Certification Date:	15-MAY-15
Primary Sic:	2813-Industrial Gases
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	CAS000001
Status:	Active
Agency Number:	0
Region:	2
Regulatory Measure ID:	181909
Order Number:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place ID:	Not reported
WDID:	2 07I013786
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/10/1998
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Praxair Inc
Discharge Address:	2000 Loveridge Road
Discharge City:	Pittsburg
Discharge State:	California
Discharge Zip:	94565
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

Name:	LINDE INC
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
Facility Status:	Not reported
NPDES Number:	Not reported
Region:	Not reported
Agency Number:	Not reported
Regulatory Measure ID:	Not reported
Place ID:	Not reported
Order Number:	Not reported
WDID:	2 07I013786
Regulatory Measure Type:	Industrial
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	Not reported
Discharge Name:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Status:	Active
Status Date:	03/10/1998
Operator Name:	Linde Inc
Operator Address:	2000 Loveridge Road
Operator City:	Pittsburg
Operator State:	California

PRAXAIR, INC - 935 (Continued) **1000336443**

Operator Zip:	94565

NPDES as of 03/2018:

NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported
Region:	2
Regulatory Measure ID:	181909
Order Number:	Not reported
Regulatory Measure Type:	Industrial
Place ID:	Not reported
WDID:	2 07I013786
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	05/09/2008
Processed Date:	03/10/1998
Status:	Active
Status Date:	03/10/1998
Place Size:	31
Place Size Unit:	Acres
Contact:	Jerad Stager
Contact Title:	Not reported
Contact Phone:	925-427-3955
Contact Phone Ext:	Not reported
Contact Email:	jerad_stager@praxair.com
Operator Name:	Praxair Inc
Operator Address:	2000 Loveridge Road
Operator City:	Pittsburg
Operator State:	California
Operator Zip:	94565
Operator Contact:	Jerad Stager
Operator Contact Title:	Associate Director
Operator Contact Phone:	925-427-3955
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	jerad_stager@praxair.com
Operator Type:	Private Business
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	California
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	925-427-3955
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	N
Receiving Water Name:	Kirker Creek
Certifier:	Jerad Stager
Certifier Title:	Facility Manager
Certification Date:	15-MAY-15
Primary Sic:	2813-Industrial Gases
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	CAS000001
Status:	Active
Agency Number:	0
Region:	2
Regulatory Measure ID:	181909
Order Number:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place ID:	Not reported
WDID:	2 07I013786
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/10/1998
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Praxair Inc
Discharge Address:	2000 Loveridge Road
Discharge City:	Pittsburg
Discharge State:	California
Discharge Zip:	94565
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

CONTRA COSTA CO. SITE LIST:

Name:	LOGEX INC
Address:	2000 LOVERIDGE RD
City:	PITTSBURG
Facility ID:	FA0029800
Billing Status:	INACTIVE, NON-BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP GENERAL
Region:	CONTRA COSTA
Cupa Number:	773129
CERS ID:	10017115

Name:	LOGEX INC
Address:	2000 LOVERIDGE RD
City:	PITTSBURG
Facility ID:	FA0029800

PRAXAIR, INC - 935 (Continued) **1000336443**

Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: REPORTED ZERO
Region: CONTRA COSTA
Cupa Number: 773129
CERS ID: 10017115

Name: RYDER TRUCK RENTAL #2105
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0030434
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: 1K-10K LBS, 0-19 EMPLOYEES
Region: CONTRA COSTA
Cupa Number: 773765
CERS ID: 10019020

Name: RYDER TRUCK RENTAL #2105
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0030434
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: LESS THAN 5 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 773765
CERS ID: 10019020

Name: RUAN TRANSPORT CORPORATION
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0034538
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: 1K-10K LBS, 20+ EMPLOYEES
Region: CONTRA COSTA
Cupa Number: 774711
CERS ID: 10456051

Name: RUAN TRANSPORT CORPORATION
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0034538
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: LESS THAN 5 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 774711
CERS ID: 10456051

Name: PRAXAIR DISTRIBUTION INC. ANNEX
Address: 2000 LOVERIDGE RD A
City: PITTSBURG
Facility ID: FA0045199
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST

PRAXAIR, INC - 935 (Continued) **1000336443**

Program/Elements: CALARP RMP
Region: CONTRA COSTA
Cupa Number: 776978
CERS ID: 10864501

Name: PRAXAIR DISTRIBUTION INC. ANNEX
Address: 2000 LOVERIDGE RD A
City: PITTSBURG
Facility ID: FA0045199
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: >10K-100K LBS, 0-19 EMPLOYEES
Region: CONTRA COSTA
Cupa Number: 776978
CERS ID: 10864501

Name: LINDE INC - 935
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0030756
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: APSA: <10K GALLONS
Region: CONTRA COSTA
Cupa Number: 704622
CERS ID: 10004470

Name: LINDE INC - 935
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0030756
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: >10M-100M LBS
Region: CONTRA COSTA
Cupa Number: 704622
CERS ID: 10004470

Name: LINDE INC - 935
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0030756
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: 12 - <25 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 704622
CERS ID: 10004470

Name: LINDE INC - 935
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: FA0030756
Billing Status: ACTIVE, BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: UNDERGROUND STORAGE TANK SITE
Region: CONTRA COSTA

PRAXAIR, INC - 935 (Continued) **1000336443**

Cupa Number: 704622
CERS ID: 10004470

WDS:
Name: PRAXAIR INCORPORATED
Address: 2000 LOVERIDGE RD
City: PITTSBURG
Facility ID: San Francisco Bay 07I013786
Facility Type: Not reported
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 2
Facility Telephone: Not reported
Facility Contact: Not reported
Agency Name: PRAXAIR
Agency Address: Not reported
Agency City,St,Zip: 0
Agency Contact: Not reported
Agency Telephone: Not reported
Agency Type: Not reported
SIC Code: 0
SIC Code 2: Not reported
Primary Waste Type: Not reported
Primary Waste: Not reported
Waste Type2: Not reported
Waste2: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: Not reported
POTW: Not reported
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

CIWQS:
Name: LINDE INC
Address: 2000 LOVERIDGE RD
City,State,Zip: PITTSBURG, CA 94565
Agency: Linde Inc
Agency Address: 2000 Loveridge Road, Pittsburg, CA 94565
Place/Project Type: Industrial - Industrial Gases
SIC/NAICS: 2813

PRAXAIR, INC - 935 (Continued) **1000336443**

Region:	2
Program:	INDSTW
Regulatory Measure Status:	Active
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	2 07I013786
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	03/10/1998
Termination Date:	Not reported
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	38.01296
Longitude:	-121.86359

CERS:

Name:	LINDE INC
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	539853
CERS ID:	249059
CERS Description:	Industrial Facility Storm Water

Violations:

Site ID:	539853
Site Name:	Linde Inc
Violation Date:	07-02-1999
Citation:	2014-0057-DWQ - Industrial General Permit
Violation Description:	SW - Deficient Report
Violation Notes:	Non-submittal of Annual Report. Due 7//1/1999
Violation Division:	Water Boards
Violation Program:	INDSTW
Violation Source:	SMARTS,

Affiliation:

Affiliation Type Desc:	Owner/Operator
Entity Name:	Linde Inc
Entity Title:	Operator
Affiliation Address:	2000 Loveridge Road
Affiliation City:	Pittsburg
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94565
Affiliation Phone:	,

Name:	UNION CARBIDE CORP
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	260281
CERS ID:	T0601300320
CERS Description:	Leaking Underground Storage Tank Cleanup Site

PRAXAIR, INC - 935 (Continued) **1000336443**

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	SUE LOYD - CONTRA COSTA COUNTY
Entity Title:	Not reported
Affiliation Address:	4333 PACHECO BLVD.
Affiliation City:	MARTINEZ
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Name:	LINDE INC - 935
Address:	2000 LOVERIDGE RD
City,State,Zip:	PITTSBURG, CA 94565
Site ID:	399852
CERS ID:	10004470
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	07-11-2017
Citation:	HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description:	Hazardous Waste Generator Program - Operations/Maintenance - General
Violation Notes:	Returned to compliance on 08/02/2017.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HW
Violation Source:	CERS,

Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-27-2019
Citation:	HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description:	Business Plan Program - Release/Leaks/Spills - General
Violation Notes:	Returned to compliance on 07/26/2019. OBSERVATION: CCHSHMP observed a pressure release valve associated with the separator column iced over. The pressure release valve must be operating properly to prevent the release of a hazardous material. CCHSHMP observed a hose that released liquid nitrogen to the ground next to the rail line offloading area. It appeared this was done because of a potential issue with the system. CORRECTIVE ACTION: By July 27, 2019, provide an update to CCHSHMP regarding the iced over pressure release valve and line associated with the release of nitrogen along with procedures implemented to prevent releases of hazardous materials.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,

Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-27-2019
Citation:	HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description:	"Failure to prepare an SPCC Plan which fulfills all basic requirements

PRAXAIR, INC - 935 (Continued) **1000336443**

that include: 1. The SPCC Plan must be prepared in accordance with good engineering practices. 2. Have full approval of management at a level of authority to commit the necessary resources to fully implement the SPCC Plan. 3. Prepare the SPCC Plan in writing. 4. Follow the sequence of the SPCC rule or include a cross-reference. 5. If the SPCC Plan calls for additional procedures, methods, or equipment not yet fully operational, discuss the items in separate paragraphs."

Violation Notes: Returned to compliance on 07/26/2019. OBSERVATION: The SPCC Plan does not include a cross reference and does not follow the order of 40 CFR part 112. CORRECTIVE ACTION: By July 27, 2019, include a cross reference in the SPCC Plan or prepare a SPCC Plan that follows the order of 40 CFR Part 112.
Violation Division: Contra Costa County Health Services Department
Violation Program: APSA
Violation Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Violation Date: 07-11-2017
Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description: Business Plan Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 07/11/2017.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Violation Date: 06-01-2018
Citation: 23 CCR 16 2715(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(i)
Violation Description: Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Notes: Returned to compliance on 06/27/2018. OBSERVATION: Monitoring certification test could not be completed today due to a problem with the keypad and is now overdue. CORRECTIVE ACTION: reschedule and repeat monitoring certification. Also begin annual cathodic protection testing.
Violation Division: Contra Costa County Health Services Department
Violation Program: UST
Violation Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Violation Date: 06-26-2018
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 07/25/2018. OBSERVATION: The business failed to complete and electronically submit a business plan when handling hazardous materials at or above the reportable threshold quantities in

PRAXAIR, INC - 935 (Continued) **1000336443**

correct untis. CORRECTIVE ACTION: Complete and electronically submit a business plan by listing sodium hypochlorite in cooling tower area in gallons rather than pounds. Also in chemical inventory the acid in lead acid batteries in gallons as well. Make changes in CERS by 7/

Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Violation Date: 05-30-2019
Citation: 23 CCR 16 2636(f)(1) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(1)
Violation Description: Failure of the leak detection equipment to have an audible and visual alarm as required.
Violation Notes: Returned to compliance on 05/30/2019. OBSERVATION: The 208 sensor for the turbine sump did not initially pass. After retest, the sensor when placed in water activated the audible/visual alarm. The technician stated he would replace the 208 sensor. CORRECTIVE ACTION: The violation was corrected on site during the inspection.
Violation Division: Contra Costa County Health Services Department
Violation Program: UST
Violation Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Violation Date: 06-27-2019
Citation: HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description: Failure to describe in the SPCC Plan facility security measures including: 1. How access to the oil handling, processing, and storage areas is secured and controlled. 2. How master flow and drain valves are secured. 3. How unauthorized access to starter controls on oil pumps is prevented. 4. How out-of-service and loading/unloading connections of oil pipelines is secured. 5. The appropriateness of security lighting to both prevent acts of vandalism and assist in the discovery of oil discharges.
Violation Notes: Returned to compliance on 07/26/2019. OBSERVATION: The SPCC Plan discusses security measures but discussing the fence topped with barbed wire and a controlled entry gate. The SPCC Plan does not discuss appropriateness of security lighting to prevent vandalism & assist in discovery of a discharge. CORRECTIVE ACTION: By July 27, 2019, update the SPCC Plan to include security measures that addressing lighting.
Violation Division: Contra Costa County Health Services Department
Violation Program: APSA
Violation Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Violation Date: 05-31-2016
Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description: Business Plan Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 05/31/2016.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP

PRAXAIR, INC - 935 (Continued) **1000336443**

Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-21-2021
Citation:	HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description:	Failure to describe in the SPCC Plan facility security measures including: 1. How access to the oil handling, processing, and storage areas is secured and controlled. 2. How master flow and drain valves are secured. 3. How unauthorized access to starter controls on oil pumps is prevented. 4. How out-of-service and loading/unloading connections of oil pipelines is secured. 5. The appropriateness of security lighting to both prevent acts of vandalism and assist in the discovery of oil discharges.
Violation Notes:	Returned to compliance on 07/20/2021. OBSERVATION: The facility SPCC Plan addresses security to include the gate and gate closed, but does not include lighting to prevent acts of vandalism or to detect petroleum discharges. CORRECTIVE ACTION: By July 21, 2021, either provide the updated section of the SPCC Plan to CCHSHMP for review or schedule a follow up inspection for CCHSHMP to review the SPCC Plan.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	APSA
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-27-2019
Citation:	40 CFR 1 265.31 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.31
Violation Description:	Failure to maintain and operate the facility to minimize the possibility of a fire, explosion, or any unplanned sudden or non-sudden release of hazardous waste or hazardous waste constituents to air, soil, or surface water which could threaten human health or the environment.
Violation Notes:	Returned to compliance on 07/26/2019. OBSERVATION: Used oil was observed in the scupper system/trenches around the Feed Compressor. Used oil collected in the scupper system should drain to the oil water separator system as designed and not collect in the trenches. CORRECTIVE ACTION: Submit photos/documentation to the CUPA demonstrating the used oil has been removed/flushed through the trenches to the oil water separator. Provide information to CCHSHMP on how the scupper system will be maintained in the future to prevent standing oil.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HW
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	08-02-2017
Citation:	HSC 6.7 Multiple - California Health and Safety Code, Chapter 6.7, Section(s) Multiple
Violation Description:	UST Program - Administration/Documentation - General - Must include violation description, proper statute and regulation citation in the "comment" section.
Violation Notes:	Returned to compliance on 08/10/2017.

PRAXAIR, INC - 935 (Continued) **1000336443**

Violation Division:	Contra Costa County Health Services Department
Violation Program:	UST
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	05-09-2016
Citation:	HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description:	Haz Waste Generator Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 05/20/2016.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HW
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	04-14-2017
Citation:	HSC 6.7 Multiple - California Health and Safety Code, Chapter 6.7, Section(s) Multiple
Violation Description:	UST Program - Administration/Documentation - General - Must include violation description, proper statute and regulation citation in the "comment" section.
Violation Notes:	Returned to compliance on 05/03/2017.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	UST
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-27-2019
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 07/17/2019. OBSERVATION: During the site walk, CCHSHMP observed 2 - 55 gallon drums storing oily water in the truck garage and a 55 gallon drum and various compressed gases in the cryogenic garage. The SPCC plan references compressors in the facility that store less than 55 gallons, but should be reported in the hazardous materials inventory. In the "Central Hazardous Waste Storage Area" - verify that the largest container of oil rags and absorbents is 55 pounds and verify the temperature and pressure of the waste ethylene glycol. In the "Cooling Tower Treatment Chemicals", the maximum daily amount should at least be the amount of the largest container - 550 gallons. In the "In Use Cylinder Storage" - verify that the cylinders of hydrogen are below ambient temperature. In the "LR-25 Tank" - verify that the liquid argon is ambient pressure. CORRECTIVE ACTION: By July 27, 2019, update and submit the hazardous materials inventory in CERS to report the oily water in the truck [Truncated]
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	399852

PRAXAIR, INC - 935 (Continued) **1000336443**

Site Name:	Linde Inc - 935
Violation Date:	06-21-2021
Citation:	40 CFR 1 265.173 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.173
Violation Description:	Failure to meet the following container management requirements: (a) A container holding hazardous waste must always be closed during storage, except when it is necessary to add or remove waste. (b) A container holding hazardous waste must not be opened, handled, or stored in a manner which may rupture the container or cause it to leak.
Violation Notes:	Returned to compliance on 07/20/2021. OBSERVATION: A drip pan storing liquid was observed next to the used oil storage tank. The drip pan was storing a dark colored liquid which appeared to be used oil. Staff were not present in the truck garage at the time of the site walk, therefore it did not appear that staff were working to transfer the liquid to proper hazardous waste storage. The drip pan did not have a lid to be able to close the container for proper storage of a hazardous waste. CORRECTIVE ACTION: By July 21, 2021, provide documentation the drip pan is no longer used for storage of hazardous waste and staff have been trained on proper hazardous waste storage.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HW
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	08-30-2013
Citation:	HSC 6.7 Multiple Sections - California Health and Safety Code, Chapter 6.7, Section(s) Multiple Sections
Violation Description:	UST Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 09/21/2013.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	UST
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-01-2017
Citation:	23 CCR 16 2715(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(i)
Violation Description:	Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Notes:	Returned to compliance on 06/22/2017.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	UST
Violation Source:	CERS,
Site ID:	399852
Site Name:	Linde Inc - 935
Violation Date:	06-27-2019
Citation:	HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description:	Failure to adequately describe in the SPCC Plan, overfill prevention methods, including a description of the systems or procedures used to prevent overfills for each container.

PRAXAIR, INC - 935 (Continued) **1000336443**

Violation Notes: Returned to compliance on 07/26/2019. OBSERVATION: The facility has 3 tanks (2 used oil tanks, 1 new oil tank) and 2 - 55 gallon drums for oily water storage that are filled. All other drums are brought in with petroleum already stored. The SPCC Plan addresses overfill for the used oil tank associated with the oil water separator system, stating it is checked daily. There is no other overfill prevention discussion in the SPCC Plan. CORRECTIVE ACTION: By July 27, 2019, include a description of overfill prevention procedures or devices for all applicable SPCC aboveground tanks in the SPCC Plan in accordance with 40 CFR part 112.8(c)(8).
Violation Division: Contra Costa County Health Services Department
Violation Program: APSA
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-30-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-31-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-03-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 06-26-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-26-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department

PRAXAIR, INC - 935 (Continued) **1000336443**

Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-11-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 07-19-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 07-30-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-07-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-24-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

PRAXAIR, INC - 935 (Continued) **1000336443**

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-05-2015
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	UST
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-21-2021
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	APSA
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-21-2021
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	07-11-2017
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	07-21-2021
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	08-30-2013
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	UST
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	11-07-2014
Violations Found:	No

PRAXAIR, INC - 935 (Continued) **1000336443**

Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-01-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 07-11-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 07-21-2021
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 07-30-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department

PRAXAIR, INC - 935 (Continued) **1000336443**

Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-30-2020
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 04-14-2017
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-03-2021
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 05-09-2016
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-01-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-21-2021
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

PRAXAIR, INC - 935 (Continued) **1000336443**

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	07-11-2017
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	07-27-2018
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	07-30-2020
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HMRRP
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	08-02-2017
Violations Found:	Yes
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	UST
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	08-06-2019
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	08-10-2017
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Contra Costa County Health Services Department
Eval Program:	HW
Eval Source:	CERS,

Eval General Type:	Other/Unknown
Eval Date:	08-30-2013
Violations Found:	No

PRAXAIR, INC - 935 (Continued) **1000336443**

Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: UST
Eval Source: CERS,

Enforcement Action:
Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 05-30-2019
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: UST
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 07-11-2017
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 06-21-2021
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 06-01-2017
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: UST

PRAXAIR, INC - 935 (Continued) **1000336443**

Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 04-14-2017
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: UST
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 07-11-2017
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 06-27-2019
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: APSA
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 06-01-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: UST
Enf Action Source: CERS,

Site ID: 399852
Site Name: Linde Inc - 935
Site Address: 2000 LOVERIDGE RD

PRAXAIR, INC - 935 (Continued) **1000336443**

Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	06-26-2018
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	HMRRP
Enf Action Source:	CERS,

Site ID:	399852
Site Name:	Linde Inc - 935
Site Address:	2000 LOVERIDGE RD
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	08-30-2013
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	UST
Enf Action Source:	CERS,

Site ID:	399852
Site Name:	Linde Inc - 935
Site Address:	2000 LOVERIDGE RD
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	06-27-2019
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	HW
Enf Action Source:	CERS,

Site ID:	399852
Site Name:	Linde Inc - 935
Site Address:	2000 LOVERIDGE RD
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	05-31-2016
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	HMRRP
Enf Action Source:	CERS,

Site ID:	399852
Site Name:	Linde Inc - 935
Site Address:	2000 LOVERIDGE RD
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	08-02-2017
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection

PRAXAIR, INC - 935 (Continued) **1000336443**

Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	UST
Enf Action Source:	CERS,

Site ID:	399852
Site Name:	Linde Inc - 935
Site Address:	2000 LOVERIDGE RD
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	06-21-2021
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	APSA
Enf Action Source:	CERS,

Site ID:	399852
Site Name:	Linde Inc - 935
Site Address:	2000 LOVERIDGE RD
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	05-09-2016
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	HW
Enf Action Source:	CERS,

Site ID:	399852
Site Name:	Linde Inc - 935
Site Address:	2000 LOVERIDGE RD
Site City:	PITTSBURG
Site Zip:	94565
Enf Action Date:	06-27-2019
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Contra Costa County Health Services Department
Enf Action Program:	HMRRP
Enf Action Source:	CERS,

Coordinates:

Site ID:	399852
Facility Name:	Linde Inc - 935
Env Int Type Code:	APSA
Program ID:	10004470
Coord Name:	Not reported
Ref Point Type Desc:	Unknown,
Latitude:	38.014393
Longitude:	-121.864601

Affiliation:

Affiliation Type Desc:	Document Preparer

PRAXAIR, INC - 935 (Continued) **1000336443**

Entity Name:	Diana West
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Parent Corporation
Entity Name:	Linde Inc.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	UST Tank Operator
Entity Name:	Linde Inc
Entity Title:	Not reported
Affiliation Address:	2000 Loveridge Road
Affiliation City:	Pittsburg
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	94565
Affiliation Phone:	(925) 427-3955,
Affiliation Type Desc:	CUPA District
Entity Name:	Contra Costa County Health Services Department
Entity Title:	Not reported
Affiliation Address:	4585 Pacheco BlvdSuite 100
Affiliation City:	Martinez
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94553
Affiliation Phone:	(925) 655-3200,
Affiliation Type Desc:	Environmental Contact
Entity Name:	Laura Markman
Entity Title:	Not reported
Affiliation Address:	2000 Loveridge Road
Affiliation City:	Pittsburg
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94565
Affiliation Phone:	,
Affiliation Type Desc:	Identification Signer
Entity Name:	Claire Featherston
Entity Title:	Associate Director of Operations, NorCal
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Affiliation Phone: ,

Affiliation Type Desc: UST Property Owner Name
Entity Name: Linde Inc
Entity Title: Not reported
Affiliation Address: 10 Riverview Road
Affiliation City: Danbury
Affiliation State: CT
Affiliation Country: United States
Affiliation Zip: 06810
Affiliation Phone: (716) 879-4077,

Affiliation Type Desc: UST Tank Owner
Entity Name: Linde Inc
Entity Title: Not reported
Affiliation Address: 2000 Loveridge Road
Affiliation City: Pittsburg
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 94565
Affiliation Phone: (925) 427-3955,

Affiliation Type Desc: Legal Owner
Entity Name: Linde Inc
Entity Title: Not reported
Affiliation Address: 10 Riverview Drive
Affiliation City: Danbury
Affiliation State: CT
Affiliation Country: United States
Affiliation Zip: 06810
Affiliation Phone: (203) 312-1500,

Affiliation Type Desc: UST Permit Applicant
Entity Name: Jerad Stager
Entity Title: Facility Manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (925) 427-3955,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 2000 Loveridge Road
Affiliation City: Pittsburg
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94565
Affiliation Phone: ,

Affiliation Type Desc: Operator
Entity Name: Linde Inc.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported

PRAXAIR, INC - 935 (Continued) **1000336443**

Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (203) 312-1500,

Name: PRAXAIR DISTRIBUTION INC. ANNEX
Address: 2000 LOVERIDGE RD # A
City,State,Zip: PITTSBURG, CA 94565
Site ID: 572599
CERS ID: 10864501
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 572599
Site Name: Praxair Distribution Inc. Annex
Violation Date: 05-26-2021
Citation: HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 06/18/2021. OBSERVATION: The following compressed gases were observed in reportable quantities but not reported in CERS: 1) hydrogen (about 13,000 standard cubic feet (cf); 2) propane (about 40 gallons - 5 - 8 gallon cylinders); 3) Trifluoromethane R23 (700 pounds that needs to be converted to cf); 4) helium/oxygen mixture (about 6,400 cf); 5) sayake or trifluoroiodomethane (about 1,600 cf); 6) Helium/argon mixture (about 2,400 cubic feet); 7) helium/nitrogen mixture (about 5,000 cf); 8) silicon tetrachloride (about 1,400 pounds that needs to be converted to cf); and 9) halocarbon 41/fluoromethane/methyl fluoride (about 144 pounds that needs to be converted to cf). CORRECTIVE ACTION: By June 25, 2021, add all hazardous materials stored on site in a reportable quantity to the hazardous materials inventory in CERS, including the 9 listed above.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 572599
Site Name: Praxair Distribution Inc. Annex
Violation Date: 05-26-2021
Citation: HSC 6.95 25508.1(a)-(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(f)
Violation Description: Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name. A substantial change in the handler's operations that requires modification to any portion of the business plan.
Violation Notes: Returned to compliance on 06/18/2021. OBSERVATION: The following hazardous materials were observed with a 100% or more increase than what is reported in CERS: 1) propylene (455 gallons reported but about 5,460 pounds were observed - which needs to be converted to gallons) - also verify that 52 gallons is the largest container because 420 pound container was observed; 2) helium (1,650 standard cubic feet (CF)

PRAXAIR, INC - 935 (Continued) **1000336443**

reported but about 4,800 cf observed); and 3) krypton xenon neon mixture (reported as 400 cf total, but about 1,200 cf was observed). CORRECTIVE ACTION: By June 25, 2021, update the total amounts and largest container for all hazardous materials reported in CERS, including the 3 listed above.

Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 06-21-2021
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-17-2021
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: CalARP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-26-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Enforcement Action:
Site ID: 572599
Site Name: Praxair Distribution Inc. Annex
Site Address: 2000 LOVERIDGE RD # A
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 05-26-2021
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Contra Costa County Health Services Department
Entity Title: Not reported
Affiliation Address: 4585 Pacheco BlvdSuite 100

PRAXAIR, INC - 935 (Continued) **1000336443**

Affiliation City:	Martinez
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94553
Affiliation Phone:	(925) 655-3200,
Affiliation Type Desc:	Environmental Contact
Entity Name:	Nathaniel Lonergan
Entity Title:	Not reported
Affiliation Address:	2000 Loveridge Road
Affiliation City:	Pittsburg
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94565
Affiliation Phone:	,
Affiliation Type Desc:	Identification Signer
Entity Name:	Baird Reynolds
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Property Owner
Entity Name:	Praxair INC
Entity Title:	Not reported
Affiliation Address:	10 Riverview Drive
Affiliation City:	Danbury
Affiliation State:	CT
Affiliation Country:	United States
Affiliation Zip:	06810
Affiliation Phone:	(203) 837-2000,
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	2000 Loveridge Road
Affiliation City:	Pittsburg
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94565
Affiliation Phone:	,
Affiliation Type Desc:	Legal Owner
Entity Name:	Praxair Distribution Inc
Entity Title:	Not reported
Affiliation Address:	10 Riverview Drive
Affiliation City:	Danbury
Affiliation State:	CT
Affiliation Country:	United States
Affiliation Zip:	06810
Affiliation Phone:	(203) 837-2000,
Affiliation Type Desc:	Document Preparer

PRAXAIR, INC - 935 (Continued) **1000336443**

Entity Name:	Baird Reynolds
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Operator
Entity Name:	Praxair Distrubution Inc. Electronics Annex
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(925) 783-7254,
Affiliation Type Desc:	Parent Corporation
Entity Name:	Praxair Distribution, Inc.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

HWTS:

Name:	LINDE INC
Address:	2000 LOVERIDGE RD
Address 2:	Not reported
City,State,Zip:	PITTSBURG, CA 945650000
EPA ID:	CAD009122961
Inactive Date:	Not reported
Create Date:	07/23/1982
Last Act Date:	09/09/2020
Mailing Name:	Not reported
Mailing Address:	2000 LOVERIDGE RD
Mailing Address 2:	Not reported
Mailing City,State,Zip:	PITTSBURG, CA 945654114
Owner Name:	LINDE INC
Owner Address:	2000 LOVERIDGE RD
Owner Address 2:	Not reported
Owner City,State,Zip:	PITTSBURG, CA 945654114
Contact Name:	CLAIRE FEATHERSTON
Contact Address:	2000 LOVERIDGE ROAD
Contact Address 2:	Not reported
City,State,Zip:	PITTSBURG, CA 94565

NAICS:

EPA ID:	CAD009122961
Create Date:	2002-03-14 16:36:26.000
NAICS Code:	32512
NAICS Description:	Industrial Gas Manufacturing

PRAXAIR, INC - 935 (Continued) **1000336443**

Issued EPA ID Date:	1982-07-23 00:00:00
Inactive Date:	Not reported
Facility Name:	LINDE INC
Facility Address:	2000 LOVERIDGE RD
Facility Address 2:	Not reported
Facility City:	PITTSBURG
Facility County:	Not reported
Facility State:	CA
Facility Zip:	945650000

Name:	RUAN TRANSPORT CORPORATION
Address:	2000 LOVERIDGE RD
Address 2:	Not reported
City,State,Zip:	PITTSBURG, CA 94565
EPA ID:	CAL000400584
Inactive Date:	06/30/2019
Create Date:	09/19/2014
Last Act Date:	02/24/2020
Mailing Name:	Not reported
Mailing Address:	666 GRAND AVE
Mailing Address 2:	SUITE 3100
Mailing City,State,Zip:	DES MOINES, IA 503092506
Owner Name:	RUAN TRANSPORT CORP
Owner Address:	666 GRAND AVE
Owner Address 2:	SUITE 3100
Owner City,State,Zip:	DES MOINES, IA 503092506
Contact Name:	ERIC MEIDENBAUER
Contact Address:	666 GRAND AVE
Contact Address 2:	SUITE 3100
City,State,Zip:	DES MOINES, IA 50309

NAICS:

EPA ID:	CAL000400584
Create Date:	2014-09-19 11:34:43.350
NAICS Code:	48849
NAICS Description:	Other Support Activities for Road Transportation
Issued EPA ID Date:	2014-09-19 11:34:43.34700
Inactive Date:	2019-06-30 00:00:00
Facility Name:	RUAN TRANSPORT CORPORATION
Facility Address:	2000 LOVERIDGE RD
Facility Address 2:	Not reported
Facility City:	PITTSBURG
Facility County:	Not reported
Facility State:	CA
Facility Zip:	94565

29
North
1/2-1
0.975 mi.
5150 ft.

Relative:
Lower

Actual:
53 ft.

G & K SERVICES, INC **ENVIROSTOR** **1000309414**
1229 CALIFORNIA AVE **VCP** **N/A**
PITTSBURG, CA 94565 **CERS HAZ WASTE**
EMI
HIST CORTESE
CONTRA COSTA CO. SITE LIST
CERS

ENVIROSTOR:

Name:	CINTAS PITTSBURG

G & K SERVICES, INC (Continued) **1000309414**

Address: 1229 CALIFORNIA AVENUE
City,State,Zip: PITTSBURG, CA 94565
Facility ID: 60003032
Status: Active
Status Date: 07/23/2020
Site Code: 202323
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 3.21
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Isabella Roman
Supervisor: Kimberly Walsh
Division Branch: Cleanup Berkeley
Assembly: 14
Senate: 07
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 38.01599
Longitude: -121.8663
APN: 073-190-025
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 073-190-025
Alias Type: APN
Alias Name: 202323
Alias Type: Project Code (Site Code)
Alias Name: 60003032
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 08/25/2021
Comments: Letter notifying RP of projected costs for DTSC oversight over fiscal year 2021-2022.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/20/2021
Comments: Letter providing contact information for project manager.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Standard Voluntary Agreement
Completed Date: 04/12/2021
Comments: Activity completed. RP and DTSC signed. Delay was owing to mail delivery.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

G & K SERVICES, INC (Continued) **1000309414**

Completed Document Type: Technical Report
Completed Date: 07/23/2020
Comments: Review of Existing documents completed in Nov. 2020. RP and consultant plan to submit WP for a Supplemental Site Investigation as agreed upon in the scoping meeting. No correspondence generated.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/07/2020
Comments: Map and analytical results

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Application
Completed Date: 06/12/2020
Comments: Request for Agency Oversight Application signed 6/12/2020.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 11/26/2018
Comments: Completed without DTSC oversight. Once entered into VCA program, submitted previous investigations/reports (VCA Task 1- Document Review).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/10/2018
Comments: Completed without DTSC oversight. Once entered into VCA program, submitted previous investigations/reports (VCA Task 1- Document Review).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/11/2019
Comments: Completed without DTSC oversight. Once entered into VCA program, submitted previous investigations/reports (VCA Task 1- Document Review).

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2023
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Supplemental Site Investigation Report
Future Due Date: 2022
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Remedial Action Completion Report
Future Due Date: 2023
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Preliminary Endangerment Assessment Report

G & K SERVICES, INC (Continued) **1000309414**

Future Due Date:	2023
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Supplemental Site Investigation Report
Future Due Date:	2022
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Remedial Action Plan
Future Due Date:	2022
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

VCP:

Name:	CINTAS PITTSBURG
Address:	1229 CALIFORNIA AVENUE
City,State,Zip:	PITTSBURG, CA 94565
Facility ID:	60003032
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	3.21
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Isabella Roman
Supervisor:	Kimberly Walsh
Division Branch:	Cleanup Berkeley
Site Code:	202323
Assembly:	14
Senate:	07
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	07/23/2020
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	38.01599 / -121.8663
APN:	073-190-025
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	073-190-025
Alias Type:	APN
Alias Name:	202323
Alias Type:	Project Code (Site Code)
Alias Name:	60003032
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Annual Oversight Cost Estimate
Completed Date:	08/25/2021

G & K SERVICES, INC (Continued) **1000309414**

Comments: Letter notifying RP of projected costs for DTSC oversight over fiscal year 2021-2022.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/20/2021
Comments: Letter providing contact information for project manager.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Standard Voluntary Agreement
Completed Date: 04/12/2021
Comments: Activity completed. RP and DTSC signed. Delay was owing to mail delivery.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 07/23/2020
Comments: Review of Existing documents completed in Nov. 2020. RP and consultant plan to submit WP for a Supplemental Site Investigation as agreed upon in the scoping meeting. No correspondence generated.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/07/2020
Comments: Map and analytical results

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Application
Completed Date: 06/12/2020
Comments: Request for Agency Oversight Application signed 6/12/2020.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 11/26/2018
Comments: Completed without DTSC oversight. Once entered into VCA program, submitted previous investigations/reports (VCA Task 1- Document Review).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/10/2018
Comments: Completed without DTSC oversight. Once entered into VCA program, submitted previous investigations/reports (VCA Task 1- Document Review).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/11/2019
Comments: Completed without DTSC oversight. Once entered into VCA program,

G & K SERVICES, INC (Continued) **1000309414**

submitted previous investigations/reports (VCA Task 1- Document Review).

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2023
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Supplemental Site Investigation Report
Future Due Date: 2022
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Remedial Action Completion Report
Future Due Date: 2023
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Preliminary Endangerment Assessment Report
Future Due Date: 2023
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Supplemental Site Investigation Report
Future Due Date: 2022
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Remedial Action Plan
Future Due Date: 2022
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CERS HAZ WASTE:
Name: CINTAS
Address: 1229 CALIFORNIA AVE
City,State,Zip: PITTSBURG, CA 94565
Site ID: 393624
CERS ID: 10152485
CERS Description: Hazardous Waste Generator

EMI:
Name: G & K SERVICES, INC
Address: 1229 CALIFORNIA AVE
City,State,Zip: PITTSBURG, CA 945650000
Year: 1987
County Code: 7
Air Basin: SF
Facility ID: 3140
Air District Name: BA
SIC Code: 7218
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0

G & K SERVICES, INC (Continued) **1000309414**

Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	1990
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	1993
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	1995
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported

G & K SERVICES, INC (Continued) **1000309414**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	1996
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	1997
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	1998
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA

G & K SERVICES, INC (Continued) **1000309414**

SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	1999
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	2000
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	2001
County Code:	7

G & K SERVICES, INC (Continued) **1000309414**

Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	2002
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	44
Reactive Organic Gases Tons/Yr:	38
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	44
Part. Matter 10 Micrometers and Smllr Tons/Yr:	40

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	2003
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	44
Reactive Organic Gases Tons/Yr:	38
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	44
Part. Matter 10 Micrometers and Smllr Tons/Yr:	40

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE

G & K SERVICES, INC (Continued) **1000309414**

City,State,Zip:	PITTSBURG, CA 945650000
Year:	2004
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	44.435
Reactive Organic Gases Tons/Yr:	37.6386578
Carbon Monoxide Emissions Tons/Yr:	0.047
NOX - Oxides of Nitrogen Tons/Yr:	0.277
SOX - Oxides of Sulphur Tons/Yr:	0.002
Particulate Matter Tons/Yr:	44.478
Part. Matter 10 Micrometers and Smllr Tons/Yr:	40.031

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	2005
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.021
Reactive Organic Gases Tons/Yr:	.011117
Carbon Monoxide Emissions Tons/Yr:	.047
NOX - Oxides of Nitrogen Tons/Yr:	.277
SOX - Oxides of Sulphur Tons/Yr:	.002
Particulate Matter Tons/Yr:	.064
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.0584

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 945650000
Year:	2006
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.476
Reactive Organic Gases Tons/Yr:	4.3988465
Carbon Monoxide Emissions Tons/Yr:	.047
NOX - Oxides of Nitrogen Tons/Yr:	.277
SOX - Oxides of Sulphur Tons/Yr:	.002
Particulate Matter Tons/Yr:	.064
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.0584

G & K SERVICES, INC (Continued) **1000309414**

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 93306
Year:	2007
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.034
Reactive Organic Gases Tons/Yr:	.0221306
Carbon Monoxide Emissions Tons/Yr:	.047
NOX - Oxides of Nitrogen Tons/Yr:	.277
SOX - Oxides of Sulphur Tons/Yr:	.002
Particulate Matter Tons/Yr:	.064
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.0584

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2008
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.033
Reactive Organic Gases Tons/Yr:	.0191584
Carbon Monoxide Emissions Tons/Yr:	.047
NOX - Oxides of Nitrogen Tons/Yr:	.278
SOX - Oxides of Sulphur Tons/Yr:	.002
Particulate Matter Tons/Yr:	.064
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.0584

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2009
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.5000000000000003E-2
Reactive Organic Gases Tons/Yr:	2.0852800000000001E-2
Carbon Monoxide Emissions Tons/Yr:	0.047
NOX - Oxides of Nitrogen Tons/Yr:	0.27800000000000002
SOX - Oxides of Sulphur Tons/Yr:	0.002

G & K SERVICES, INC (Continued) **1000309414**

Particulate Matter Tons/Yr:	6.4000000000000001E-2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	5.8400000000000001E-2
Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2010
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.3000000000000002E-2
Reactive Organic Gases Tons/Yr:	1.9020700000000001E-2
Carbon Monoxide Emissions Tons/Yr:	0.047
NOX - Oxides of Nitrogen Tons/Yr:	0.27800000000000002
SOX - Oxides of Sulphur Tons/Yr:	0.002
Particulate Matter Tons/Yr:	6.4000000000000001E-2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	5.8400000000000001E-2
Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2011
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.033
Reactive Organic Gases Tons/Yr:	0.0190207
Carbon Monoxide Emissions Tons/Yr:	0.047
NOX - Oxides of Nitrogen Tons/Yr:	0.278
SOX - Oxides of Sulphur Tons/Yr:	0.002
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0
Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2012
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.033
Reactive Organic Gases Tons/Yr:	0.0190207

G & K SERVICES, INC (Continued) **1000309414**

Carbon Monoxide Emissions Tons/Yr:	0.047
NOX - Oxides of Nitrogen Tons/Yr:	0.278
SOX - Oxides of Sulphur Tons/Yr:	0.002
Particulate Matter Tons/Yr:	0.051333333333
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.047

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2013
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.025
Reactive Organic Gases Tons/Yr:	0.0122431
Carbon Monoxide Emissions Tons/Yr:	0.047
NOX - Oxides of Nitrogen Tons/Yr:	0.278
SOX - Oxides of Sulphur Tons/Yr:	0.002
Particulate Matter Tons/Yr:	0.064
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.047

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2014
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.031728712
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0.08355476
NOX - Oxides of Nitrogen Tons/Yr:	0.42386198
SOX - Oxides of Sulphur Tons/Yr:	0.002167189
Particulate Matter Tons/Yr:	0.067441427
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.050641427

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2015
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported

G & K SERVICES, INC (Continued) **1000309414**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.786449562
Reactive Organic Gases Tons/Yr:	4.764502914
Carbon Monoxide Emissions Tons/Yr:	0.34020861
NOX - Oxides of Nitrogen Tons/Yr:	1.4774072
SOX - Oxides of Sulphur Tons/Yr:	0.006563748
Particulate Matter Tons/Yr:	0.09065258
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.07385258

Name:	G & K SERVICES, INC
Address:	1229 CALIFORNIA AVE
City,State,Zip:	PITTSBURG, CA 94565
Year:	2016
County Code:	7
Air Basin:	SF
Facility ID:	3140
Air District Name:	BA
SIC Code:	7218
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.063706995
Reactive Organic Gases Tons/Yr:	0.038618588312
Carbon Monoxide Emissions Tons/Yr:	0.201822407
NOX - Oxides of Nitrogen Tons/Yr:	0.957533364
SOX - Oxides of Sulphur Tons/Yr:	0.004631632
Particulate Matter Tons/Yr:	0.080452187
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.063652187

HIST CORTESE:

edr_fname:	Super-7 / Southland #17847
edr_fadd1:	1229 CALIFORNIA
City,State,Zip:	PITTSBURG, CA 94565
Region:	CORTESE
Facility County Code:	7
Reg By:	LTNKA
Reg Id:	3140

CONTRA COSTA CO. SITE LIST:

Name:	CINTAS
Address:	1229 CALIFORNIA AVE
City:	PITTSBURG
Facility ID:	FA0033336
Billing Status:	ACTIVE, BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST
Program/Elements:	HMBP: >10K-100K LBS, 20+ EMPLOYEES
Region:	CONTRA COSTA
Cupa Number:	770824
CERS ID:	10152485

Name:	CINTAS
Address:	1229 CALIFORNIA AVE
City:	PITTSBURG
Facility ID:	FA0033336
Billing Status:	ACTIVE, BILLABLE
Program Status:	CONTRA COSTA CO. SITE LIST

G & K SERVICES, INC (Continued) **1000309414**

Program/Elements: HWG: LESS THAN 5 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 770824
CERS ID: 10152485

Name: CINTAS
Address: 1229 CALIFORNIA AVE
City: PITTSBURG
Facility ID: FA0033336
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: APSA: <10K GALLONS
Region: CONTRA COSTA
Cupa Number: 770824
CERS ID: 10152485

Name: CINTAS
Address: 1229 CALIFORNIA AVE
City: PITTSBURG
Facility ID: FA0033336
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HMBP: >10K-100K LBS, 20+ EMPLOYEES
Region: CONTRA COSTA
Cupa Number: 770824
CERS ID: 10152485

Name: CINTAS
Address: 1229 CALIFORNIA AVE
City: PITTSBURG
Facility ID: FA0033336
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: HWG: 25 - <50 TONS/YEAR
Region: CONTRA COSTA
Cupa Number: 770824
CERS ID: 10152485

Name: CINTAS
Address: 1229 CALIFORNIA AVE
City: PITTSBURG
Facility ID: FA0033336
Billing Status: INACTIVE, NON-BILLABLE
Program Status: CONTRA COSTA CO. SITE LIST
Program/Elements: TP: CONDITIONALLY EXEMPT COMMERCIAL LAUNDRY
Region: CONTRA COSTA
Cupa Number: 770824
CERS ID: 10152485

CERS:
Name: CINTAS
Address: 1229 CALIFORNIA AVE
City,State,Zip: PITTSBURG, CA 94565
Site ID: 393624
CERS ID: 10152485
CERS Description: Chemical Storage Facilities

G & K SERVICES, INC (Continued) **1000309414**

Violations:

Site ID:	393624
Site Name:	CINTAS
Violation Date:	04-20-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.
Violation Notes:	Returned to compliance on 04/24/2018. OBSERVATION: Current emergency response plan has old owners information. CORRECTIVE ACTION: Update emergency response plan to reflect new owner information. Submit electronically.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,

Site ID:	393624
Site Name:	CINTAS
Violation Date:	04-20-2018
Citation:	HSC 6.11 25404(e)(4) - California Health and Safety Code, Chapter 6.11, Section(s) 25404(e)(4)
Violation Description:	Failure to report program data electronically.
Violation Notes:	Returned to compliance on 04/27/2018. OBSERVATION: Facility has not checked that they generate hazardous waste on the business activities form. Facility is a hazardous waste generator and must be in the hazardous waste generator program. CORRECTIVE ACTION: Resubmit business activities page. You must check yes to the statement facility generates hazardous waste. The facility is a hazardous waste generator and all applicable regulations wil apply.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HW
Violation Source:	CERS,

Site ID:	393624
Site Name:	CINTAS
Violation Date:	04-23-2021
Citation:	HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 04/28/2021. OBSERVATION: Inventory is not accurate. Many chemicals are not listed on the current inventory. CORRECTIVE ACTION: Submit a complete and accurate inventory on CERS.
Violation Division:	Contra Costa County Health Services Department
Violation Program:	HMRRP
Violation Source:	CERS,

Site ID:	393624
Site Name:	CINTAS
Violation Date:	10-09-2014
Citation:	HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description:	Haz Waste Generator Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 11/12/2014. 66265.15 AND 66265.33
Violation Division:	Contra Costa County Health Services Department

G & K SERVICES, INC (Continued) **1000309414**

Violation Program: HW
Violation Source: CERS,

Site ID: 393624
Site Name: CINTAS
Violation Date: 03-03-2017
Citation: HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description: Tiered Permitting - Administration/Documentation - General
Violation Notes: Returned to compliance on 03/20/2017. TP24 25201.56(d)(8)(B) - Failure to notify the CUPA about closure of treatment unit.
Violation Division: Contra Costa County Health Services Department
Violation Program: CE
Violation Source: CERS,

Site ID: 393624
Site Name: CINTAS
Violation Date: 10-09-2014
Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description: Business Plan Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 11/12/2014.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 393624
Site Name: CINTAS
Violation Date: 03-03-2017
Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description: Business Plan Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 03/20/2017.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 393624
Site Name: CINTAS
Violation Date: 04-30-2008
Citation: HSC 6.67 Multiple Sections - California Health and Safety Code, Chapter 6.67, Section(s) Multiple Sections
Violation Description: RCRA Large Quantity Generator Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 07/31/2008.
Violation Division: Contra Costa County Health Services Department
Violation Program: HWLQG
Violation Source: CERS,

Site ID: 393624
Site Name: CINTAS
Violation Date: 03-27-2008
Citation: HSC 6.67 Multiple Sections - California Health and Safety Code, Chapter 6.67, Section(s) Multiple Sections
Violation Description: RCRA Large Quantity Generator Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 04/30/2008.

G & K SERVICES, INC (Continued) **1000309414**

Violation Division: Contra Costa County Health Services Department
Violation Program: HWLQG
Violation Source: CERS,

Site ID: 393624
Site Name: CINTAS
Violation Date: 03-27-2018
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: Returned to compliance on 04/27/2018.
Violation Division: Contra Costa County Health Services Department
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 393624
Site Name: CINTAS
Violation Date: 04-23-2021
Citation: HSC 6.5 25123.3(h)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(h)(1)
Violation Description: Failure to send hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles) for a generator who generates less than 1000 kilogram per month if all of the following conditions are met: (1) The quantity of hazardous waste accumulated onsite never exceeds 6,000 kilograms. (2) The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f). (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an amount greater than one kilogram for more than 90 days.
Violation Notes: OBSERVATION: Sulfuric Acid is no longer used in the facility. Sulfuric Acid tank is partially full. CORRECTIVE ACTION: Have a registered hauler dispose of the sulfuric acid. Have sulfuric acid tank properly cleaned and closed. Submit tank closure certificate and hazardous waste manifests to CCHSHMP
Violation Division: Contra Costa County Health Services Department
Violation Program: HW
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-08-2011
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspector Name: Matt Kaufmann Adam Springer; No violations observed
Eval Division: Contra Costa County Health Services Department
Eval Program: HWLQG
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-27-2008
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Name: Kaufmann
Eval Division: Contra Costa County Health Services Department
Eval Program: HWLQG

G & K SERVICES, INC (Continued) **1000309414**

Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 04-07-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-20-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-30-2008
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Name: Kaufmann
Eval Division: Contra Costa County Health Services Department
Eval Program: HWLQG
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 06-23-2021
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-09-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-03-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: CE
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

G & K SERVICES, INC (Continued) **1000309414**

Eval Date: 03-03-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 03-27-2018
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-23-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-09-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-09-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 11-12-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 11-12-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency

G & K SERVICES, INC (Continued) **1000309414**

Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-03-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 03-27-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-20-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-23-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-03-2008
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspector Name: Sonny Khoo & Matt Kaufman; No violations observed
Eval Division: Contra Costa County Health Services Department
Eval Program: HWLQG
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-27-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HMRRP

G & K SERVICES, INC (Continued) **1000309414**

Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 05-01-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-09-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Contra Costa County Health Services Department
Eval Program: CE
Eval Source: CERS,

Enforcement Action:
Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 04-30-2008
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HWLQG
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 03-27-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: UNSPEC
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 04-20-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department

G & K SERVICES, INC (Continued) **1000309414**

Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 10-09-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 03-27-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 03-03-2017
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: CE
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 04-23-2021
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS

G & K SERVICES, INC (Continued) **1000309414**

Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 03-03-2017
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 10-09-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 04-20-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 03-27-2008
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HWLQG
Enf Action Source: CERS,

Site ID: 393624
Site Name: CINTAS
Site Address: 1229 CALIFORNIA AVE
Site City: PITTSBURG
Site Zip: 94565
Enf Action Date: 04-23-2021
Enf Action Type: Notice of Violation (Unified Program)

G & K SERVICES, INC (Continued) **1000309414**

Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Contra Costa County Health Services Department
Enf Action Program: HMRRP
Enf Action Source: CERS,

Coordinates:
Site ID: 393624
Facility Name: CINTAS
Env Int Type Code: HMBP
Program ID: 10152485
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.,
Latitude: 38.015910
Longitude: -121.866420

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Contra Costa County Health Services Department
Entity Title: Not reported
Affiliation Address: 4585 Pacheco BlvdSuite 100
Affiliation City: Martinez
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94553
Affiliation Phone: (925) 655-3200,

Affiliation Type Desc: Environmental Contact
Entity Name: Stephen Koehler
Entity Title: Not reported
Affiliation Address: 27 Whitney Dr
Affiliation City: Milford
Affiliation State: OH
Affiliation Country: Not reported
Affiliation Zip: 45150
Affiliation Phone: ,

Affiliation Type Desc: Property Owner
Entity Name: CINTAS CORPORATION
Entity Title: Not reported
Affiliation Address: 1229 CALIFORNIA AVE
Affiliation City: PITTSBURG
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 94565
Affiliation Phone: (513) 459-1200,

Affiliation Type Desc: Legal Owner
Entity Name: CINTAS CORPORATION
Entity Title: Not reported
Affiliation Address: 1229 CALIFORNIA AVE
Affiliation City: PITTSBURG
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 94565
Affiliation Phone: (513) 459-1200,

G & K SERVICES, INC (Continued) **1000309414**

Affiliation Type Desc:	Operator
Entity Name:	CINTAS
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(925) 427-4401,

Affiliation Type Desc:	Onsite Treatment Unit Owner Operator
Entity Name:	Jaspreet Narr
Entity Title:	Senior Cooporate Compliance Engineer
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Document Preparer
Entity Name:	Colton Peshek
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1229 California Ave
Affiliation City:	Pittsburg
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94565
Affiliation Phone:	,

Affiliation Type Desc:	Identification Signer
Entity Name:	Colton Sisler
Entity Title:	Plant Manager
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Parent Corporation
Entity Name:	Cintas #464
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported

G & K SERVICES, INC (Continued) **1000309414**

Affiliation Zip: Not reported
Affiliation Phone: ,

Count: 3 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
ANTIOCH	S106230282	PG&E FORMER CORPORATION YARD, ANTI	SOMERSVILLE AND BUCHANAN RDS		CPS-SLIC
ANTIOCH	S100833470	PACIFIC GAS AND ELECTRIC - JWP	SOMERSVILLE AND BUCHANAN ROADS	94509	CA BOND EXP. PLAN
PITTSBURG	S126982903	US STEEL-POSCO INDUSTRIES-PITTSBUR	900 LOVERIDGE RD SPC &	94565	SWF/LF

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: N/A
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: N/A
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: N/A
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 05/25/2021
Date Data Arrived at EDR: 06/24/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 07/12/2021
Date Data Arrived at EDR: 08/06/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 77

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 11/08/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/23/2021
Date Data Arrived at EDR: 08/23/2021
Date Made Active in Reports: 11/12/2021
Number of Days to Update: 81

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/18/2021
Next Scheduled EDR Contact: 03/06/2022
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 08/23/2021
Date Data Arrived at EDR: 08/23/2021
Date Made Active in Reports: 11/12/2021
Number of Days to Update: 81

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/19/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/21/2021
Date Made Active in Reports: 12/15/2021
Number of Days to Update: 85

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 12/16/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 10/25/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/14/2022
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/25/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Quarterly

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 10/25/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/14/2022
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/25/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Quarterly

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/09/2021
Date Data Arrived at EDR: 08/10/2021
Date Made Active in Reports: 11/05/2021
Number of Days to Update: 87

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 11/09/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Quarterly

Lists of state and tribal leaking storage tanks

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/06/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 06/01/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/28/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 06/22/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 90

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/17/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/29/2021
Date Data Arrived at EDR: 02/17/2021
Date Made Active in Reports: 03/22/2021
Number of Days to Update: 33
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 01/20/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 08/18/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 12/03/2021
Number of Days to Update: 86

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/30/2021
Number of Days to Update: 84

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 12/08/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 06/22/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 90

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 06/01/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/17/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/28/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/06/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 10/25/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/14/2022
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/25/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 12/14/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

Lists of state and tribal brownfield sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 09/20/2021
Date Data Arrived at EDR: 09/21/2021
Date Made Active in Reports: 12/08/2021
Number of Days to Update: 78

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 12/16/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/10/2021
Date Data Arrived at EDR: 06/10/2021
Date Made Active in Reports: 08/17/2021
Number of Days to Update: 68

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/08/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 82

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 09/14/2021
Date Data Arrived at EDR: 11/11/2021
Date Made Active in Reports: 11/23/2021
Number of Days to Update: 12

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 11/05/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 10/28/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 05/18/2021
Date Data Arrived at EDR: 05/18/2021
Date Made Active in Reports: 08/03/2021
Number of Days to Update: 77

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 10/25/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/14/2022
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/25/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 01/20/2021
Date Made Active in Reports: 04/08/2021
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Varies

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 10/18/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/12/2022
Number of Days to Update: 85

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 01/19/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/18/2021
Date Data Arrived at EDR: 05/18/2021
Date Made Active in Reports: 08/03/2021
Number of Days to Update: 77

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Quarterly

AQUEOUS FOAM: Former Fire Training Facility Assessments Listing

Airports shown on this list are those believed to use Aqueous Film Forming Foam (AFFF), and certified by the Federal Aviation Administration (FAA) under Title 14, Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139). This list was created by SWRCB using information available from the FAA. Location points shown are from the latitude and longitude listed on the FAA airport master record.

Date of Government Version: 12/01/2019
Date Data Arrived at EDR: 08/19/2021
Date Made Active in Reports: 10/28/2021
Number of Days to Update: 70

Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 12/10/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 12/01/2021
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing
Aboveground storage tank sites

Date of Government Version: 11/04/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 80

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 10/31/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 10/18/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/12/2022
Number of Days to Update: 85

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 01/19/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Quarterly

CA FID UST: Facility Inventory Database
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 08/25/2021
Date Data Arrived at EDR: 09/03/2021
Date Made Active in Reports: 11/22/2021
Number of Days to Update: 80

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 08/30/2021
Date Data Arrived at EDR: 08/31/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 80

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/12/2021
Date Data Arrived at EDR: 09/13/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 15

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 12/16/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 09/30/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/12/2022
Number of Days to Update: 85

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 01/19/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 08/10/2021
Date Data Arrived at EDR: 08/17/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 66

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 01/14/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/08/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/05/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/17/2020
Date Made Active in Reports: 09/10/2020
Number of Days to Update: 85

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 08/14/2020
Date Made Active in Reports: 11/04/2020
Number of Days to Update: 82

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 10/18/2021
Date Data Arrived at EDR: 10/20/2021
Date Made Active in Reports: 01/10/2022
Number of Days to Update: 82

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 01/19/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 12/01/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/12/2021
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 12/15/2021
Number of Days to Update: 40
Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/19/2020
Date Data Arrived at EDR: 01/08/2021
Date Made Active in Reports: 03/22/2021
Number of Days to Update: 73
Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/29/2021
Date Data Arrived at EDR: 08/24/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 87
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 12/01/2020
Date Made Active in Reports: 02/09/2021
Number of Days to Update: 70
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 12/02/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 11/05/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 12/27/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/08/2022
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 09/30/2021
Date Data Arrived at EDR: 10/13/2021
Date Made Active in Reports: 01/10/2022
Number of Days to Update: 89

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 01/03/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 12/14/2021
Number of Days to Update: 90

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/04/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 07/26/2021
Date Data Arrived at EDR: 07/27/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 87

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 12/09/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites
A listing of former lead smelter site locations.

Date of Government Version: 10/20/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 24

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites
A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)
The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

MINES VIOLATIONS: MSHA Violation Assessment Data
Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 89

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 12/20/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

US MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/09/2021
Date Data Arrived at EDR: 08/24/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 87

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 05/06/2020
Date Data Arrived at EDR: 05/27/2020
Date Made Active in Reports: 08/13/2020
Number of Days to Update: 78

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/14/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 12/15/2021
Number of Days to Update: 91

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 12/14/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 05/05/2021
Date Data Arrived at EDR: 05/18/2021
Date Made Active in Reports: 08/17/2021
Number of Days to Update: 91

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 11/22/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information
ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 01/01/2022
Date Data Arrived at EDR: 01/04/2022
Date Made Active in Reports: 01/10/2022
Number of Days to Update: 6
Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 01/04/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites
A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 07/02/2020
Date Made Active in Reports: 09/17/2020
Number of Days to Update: 77
Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 01/11/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/13/2021
Date Data Arrived at EDR: 08/13/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 70
Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6
Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/20/2021
Date Data Arrived at EDR: 09/21/2021
Date Made Active in Reports: 12/08/2021
Number of Days to Update: 78
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 12/16/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing
list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64
Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 11/19/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 08/27/2021
Date Data Arrived at EDR: 09/01/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 79

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Annually

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 08/18/2021
Date Data Arrived at EDR: 08/23/2021
Date Made Active in Reports: 11/12/2021
Number of Days to Update: 81

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 08/24/2021
Date Data Arrived at EDR: 08/25/2021
Date Made Active in Reports: 11/17/2021
Number of Days to Update: 84

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 06/10/2021
Date Made Active in Reports: 08/27/2021
Number of Days to Update: 78

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 04/16/2021
Date Data Arrived at EDR: 04/20/2021
Date Made Active in Reports: 07/07/2021
Number of Days to Update: 78

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 10/05/2021
Date Data Arrived at EDR: 10/06/2021
Date Made Active in Reports: 12/29/2021
Number of Days to Update: 84

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 08/13/2021
Date Data Arrived at EDR: 08/13/2021
Date Made Active in Reports: 11/05/2021
Number of Days to Update: 84

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 04/15/2020
Date Made Active in Reports: 07/02/2020
Number of Days to Update: 78

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 08/13/2021
Date Data Arrived at EDR: 08/13/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 87

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/13/2021
Date Data Arrived at EDR: 08/13/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 87

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/04/2021
Date Data Arrived at EDR: 10/05/2021
Date Made Active in Reports: 12/22/2021
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/04/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 08/05/2021
Date Data Arrived at EDR: 08/31/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 80

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 11/09/2021
Date Data Arrived at EDR: 11/09/2021
Date Made Active in Reports: 01/27/2022
Number of Days to Update: 79

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/09/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 08/30/2021
Date Data Arrived at EDR: 08/31/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 80

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 06/04/2021
Date Data Arrived at EDR: 06/04/2021
Date Made Active in Reports: 08/27/2021
Number of Days to Update: 84

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 11/29/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 03/12/2021
Date Data Arrived at EDR: 03/16/2021
Date Made Active in Reports: 06/01/2021
Number of Days to Update: 77

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 12/08/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/25/2021
Number of Days to Update: 83

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 02/11/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 90
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 11/15/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13
Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 12/14/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing
In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 12/01/2021
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 08/30/2021
Date Data Arrived at EDR: 08/31/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 10/18/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/12/2022
Number of Days to Update: 85

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 01/19/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)

Produced water ponds sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/07/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Varies

PCS INACTIVE: Listing of Inactive PCS Permits
An inactive permit is a facility that has shut down or is no longer discharging.

Date of Government Version: 11/05/2014
Date Data Arrived at EDR: 01/06/2015
Date Made Active in Reports: 05/06/2015
Number of Days to Update: 120
Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Semi-Annually

PCS: Permit Compliance System
PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 07/14/2011
Date Data Arrived at EDR: 08/05/2011
Date Made Active in Reports: 09/29/2011
Number of Days to Update: 55
Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Semi-Annually

PCS ENF: Enforcement data
No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29
Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Varies

HWTS: Hazardous Waste Tracking System
DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

Date of Government Version: 07/13/2021
Date Data Arrived at EDR: 07/14/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 84
Source: Department of Toxic Substances Control
Telephone: 916-324-2444
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Varies

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 12/28/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 09/30/2021
Date Data Arrived at EDR: 10/01/2021
Date Made Active in Reports: 12/15/2021
Number of Days to Update: 75

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 12/28/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List

Cupa Facility List

Date of Government Version: 11/01/2021
Date Data Arrived at EDR: 11/02/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 83

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 12/28/2021
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 09/15/2021
Date Data Arrived at EDR: 09/16/2021
Date Made Active in Reports: 12/09/2021
Number of Days to Update: 84

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 12/28/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/06/2020
Date Data Arrived at EDR: 04/23/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 78

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 10/22/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/19/2022
Number of Days to Update: 85

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 10/01/2021
Date Data Arrived at EDR: 11/02/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 83

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/30/2021
Date Data Arrived at EDR: 08/03/2021
Date Made Active in Reports: 10/26/2021
Number of Days to Update: 84

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 04/09/2021
Date Data Arrived at EDR: 06/23/2021
Date Made Active in Reports: 09/17/2021
Number of Days to Update: 86

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 12/21/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/12/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 10/18/2021
Date Data Arrived at EDR: 10/20/2021
Date Made Active in Reports: 01/12/2022
Number of Days to Update: 84

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

KERN COUNTY:

CUPA KERN: CUPA Facility List
A listing of sites included in the Kern County Hazardous Material Business Plan.

Date of Government Version: 07/06/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 10/07/2021
Number of Days to Update: 56

Source: Kern County Public Health
Telephone: 661-321-3000
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 07/06/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 08/18/2021
Number of Days to Update: 6

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/03/2020
Date Data Arrived at EDR: 01/26/2021
Date Made Active in Reports: 04/14/2021
Number of Days to Update: 78

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 12/22/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 11/04/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 80

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 01/10/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 07/31/2020
Date Data Arrived at EDR: 08/21/2020
Date Made Active in Reports: 11/09/2020
Number of Days to Update: 80

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 12/08/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 10/14/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 86

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/08/2021
Date Data Arrived at EDR: 10/08/2021
Date Made Active in Reports: 12/29/2021
Number of Days to Update: 82

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 01/11/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2021
Date Data Arrived at EDR: 02/18/2021
Date Made Active in Reports: 05/10/2021
Number of Days to Update: 81

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/16/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills

This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 10/13/2021
Date Made Active in Reports: 01/04/2022
Number of Days to Update: 83

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory

A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 04/19/2021
Date Data Arrived at EDR: 06/17/2021
Date Made Active in Reports: 06/28/2021
Number of Days to Update: 11

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory

A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 04/19/2021
Date Data Arrived at EDR: 06/17/2021
Date Made Active in Reports: 09/14/2021
Number of Days to Update: 89

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/17/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 05/26/2021
Date Data Arrived at EDR: 07/09/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 82

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 04/24/2022
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 02/02/2021
Date Data Arrived at EDR: 04/28/2021
Date Made Active in Reports: 07/13/2021
Number of Days to Update: 76

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/10/2020
Date Data Arrived at EDR: 08/12/2020
Date Made Active in Reports: 10/23/2020
Number of Days to Update: 72

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 12/20/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Semi-Annually

MENDOCINO COUNTY:

UST MENDOCINO: Mendocino County UST Database
A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/22/2021
Date Data Arrived at EDR: 11/18/2021
Date Made Active in Reports: 11/22/2021
Number of Days to Update: 4

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/11/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 02/22/2021
Date Data Arrived at EDR: 03/02/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 78

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 10/04/2021
Date Data Arrived at EDR: 10/06/2021
Date Made Active in Reports: 12/29/2021
Number of Days to Update: 84

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 10/26/2021
Date Data Arrived at EDR: 10/27/2021
Date Made Active in Reports: 01/20/2022
Number of Days to Update: 85

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 10/08/2021
Date Data Arrived at EDR: 11/04/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 81

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 10/08/2021
Date Data Arrived at EDR: 11/02/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 10/29/2021
Date Data Arrived at EDR: 10/29/2021
Date Made Active in Reports: 01/20/2022
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/07/2021
Date Data Arrived at EDR: 09/09/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 81

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 09/29/2021
Date Data Arrived at EDR: 09/30/2021
Date Made Active in Reports: 12/14/2021
Number of Days to Update: 75

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/08/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 09/29/2021
Date Data Arrived at EDR: 09/30/2021
Date Made Active in Reports: 12/15/2021
Number of Days to Update: 76
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/08/2021
Next Scheduled EDR Contact: 03/28/2022
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 06/18/2021
Date Data Arrived at EDR: 09/28/2021
Date Made Active in Reports: 12/14/2021
Number of Days to Update: 77
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/02/2021
Date Data Arrived at EDR: 08/04/2021
Date Made Active in Reports: 11/02/2021
Number of Days to Update: 90
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 12/29/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 11/04/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 01/24/2022
Number of Days to Update: 80
Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 08/11/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88
Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 08/30/2021
Date Data Arrived at EDR: 08/31/2021
Date Made Active in Reports: 11/19/2021
Number of Days to Update: 80

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 11/30/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/01/2020
Date Data Arrived at EDR: 11/23/2020
Date Made Active in Reports: 02/08/2021
Number of Days to Update: 77

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/22/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 86

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 08/05/2021
Date Data Arrived at EDR: 08/05/2021
Date Made Active in Reports: 10/29/2021
Number of Days to Update: 85

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

LUST SAN FRANCISCO: Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 11/01/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 08/05/2021
Date Data Arrived at EDR: 08/05/2021
Date Made Active in Reports: 10/29/2021
Number of Days to Update: 85

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 10/31/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 09/09/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 08/10/2021
Date Data Arrived at EDR: 08/11/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 89

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 02/20/2020
Date Data Arrived at EDR: 02/20/2020
Date Made Active in Reports: 04/24/2020
Number of Days to Update: 64

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/10/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/02/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 08/04/2021
Date Data Arrived at EDR: 08/05/2021
Date Made Active in Reports: 10/29/2021
Number of Days to Update: 85

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/18/2021
Next Scheduled EDR Contact: 02/27/2022
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 11/16/2021
Next Scheduled EDR Contact: 03/07/2022
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/03/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 82

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/11/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 09/15/2021
Date Data Arrived at EDR: 09/16/2021
Date Made Active in Reports: 12/09/2021
Number of Days to Update: 84

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 07/02/2021
Date Data Arrived at EDR: 07/06/2021
Date Made Active in Reports: 07/14/2021
Number of Days to Update: 8

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 12/14/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 09/24/2021
Number of Days to Update: 86

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 12/14/2021
Next Scheduled EDR Contact: 04/04/2022
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 05/14/2021
Date Data Arrived at EDR: 05/17/2021
Date Made Active in Reports: 08/03/2021
Number of Days to Update: 78

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 01/10/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 08/23/2021
Date Data Arrived at EDR: 08/25/2021
Date Made Active in Reports: 11/17/2021
Number of Days to Update: 84

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 11/23/2021
Next Scheduled EDR Contact: 03/14/2022
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 01/13/2021
Date Data Arrived at EDR: 01/14/2021
Date Made Active in Reports: 04/06/2021
Number of Days to Update: 82

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 12/20/2021
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 10/18/2021
Date Data Arrived at EDR: 10/20/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 85

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 04/26/2021
Date Data Arrived at EDR: 04/28/2021
Date Made Active in Reports: 07/13/2021
Number of Days to Update: 76

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 02/14/2022
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 01/13/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/29/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 79
Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/20/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/05/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/29/2021
Date Data Arrived at EDR: 10/21/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 84
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 01/18/2022
Next Scheduled EDR Contact: 05/02/2022
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 07/26/2021
Date Data Arrived at EDR: 09/08/2021
Date Made Active in Reports: 11/29/2021
Number of Days to Update: 82
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/07/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 09/23/2021
Date Data Arrived at EDR: 09/28/2021
Date Made Active in Reports: 12/15/2021
Number of Days to Update: 78
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 12/20/2021
Next Scheduled EDR Contact: 04/11/2022
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 10/26/2021
Date Data Arrived at EDR: 10/27/2021
Date Made Active in Reports: 01/20/2022
Number of Days to Update: 85

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 01/24/2022
Next Scheduled EDR Contact: 05/09/2022
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/23/2021
Date Data Arrived at EDR: 08/10/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 90

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/12/2021
Next Scheduled EDR Contact: 02/21/2022
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 01/07/2022
Next Scheduled EDR Contact: 04/18/2022
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 10/29/2021
Date Made Active in Reports: 01/19/2022
Number of Days to Update: 82

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 10/29/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 01/10/2022
Next Scheduled EDR Contact: 04/25/2022
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 02/11/2021
Date Made Active in Reports: 02/24/2021
Number of Days to Update: 13

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/29/2021
Next Scheduled EDR Contact: 02/28/2022
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/06/2021
Next Scheduled EDR Contact: 03/21/2022
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PROPOSED COMMERCIAL PROPERTY
1625 BUCHANAN ROAD
PITTSBURG, CA 94565

TARGET PROPERTY COORDINATES

Latitude (North):	37.998428 - 37ˆ 59' 54.34''
Longitude (West):	121.866456 - 121ˆ 51' 59.24''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	599528.3
UTM Y (Meters):	4206041.0
Elevation:	101 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	12008686 ANTIOCH SOUTH, CA
Version Date:	2018
Northeast Map:	12021565 ANTIOCH NORTH, CA
Version Date:	2018
Southwest Map:	12008696 CLAYTON, CA
Version Date:	2018
Northwest Map:	12021611 HONKER BAY, CA
Version Date:	2018

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

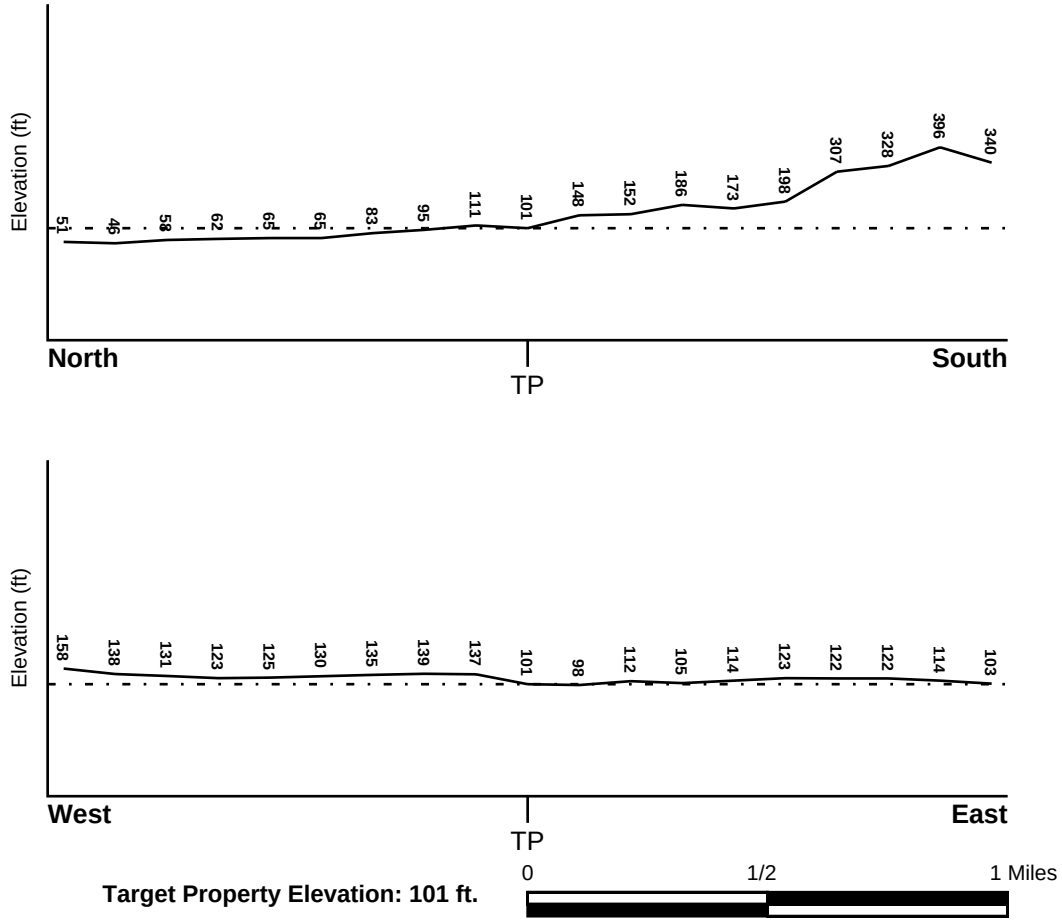
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NNE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06013C0326F	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06013C0119G	FEMA FIRM Flood data
06013C0138G	FEMA FIRM Flood data
06013C0307F	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
ANTIOCH SOUTH	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
1	1/4 - 1/2 Mile West	NW
2	1/2 - 1 Mile NE	NW
1G	1/2 - 1 Mile NE	NW
2G	1/4 - 1/2 Mile West	NW

For additional site information, refer to Physical Setting Source Map Findings.

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

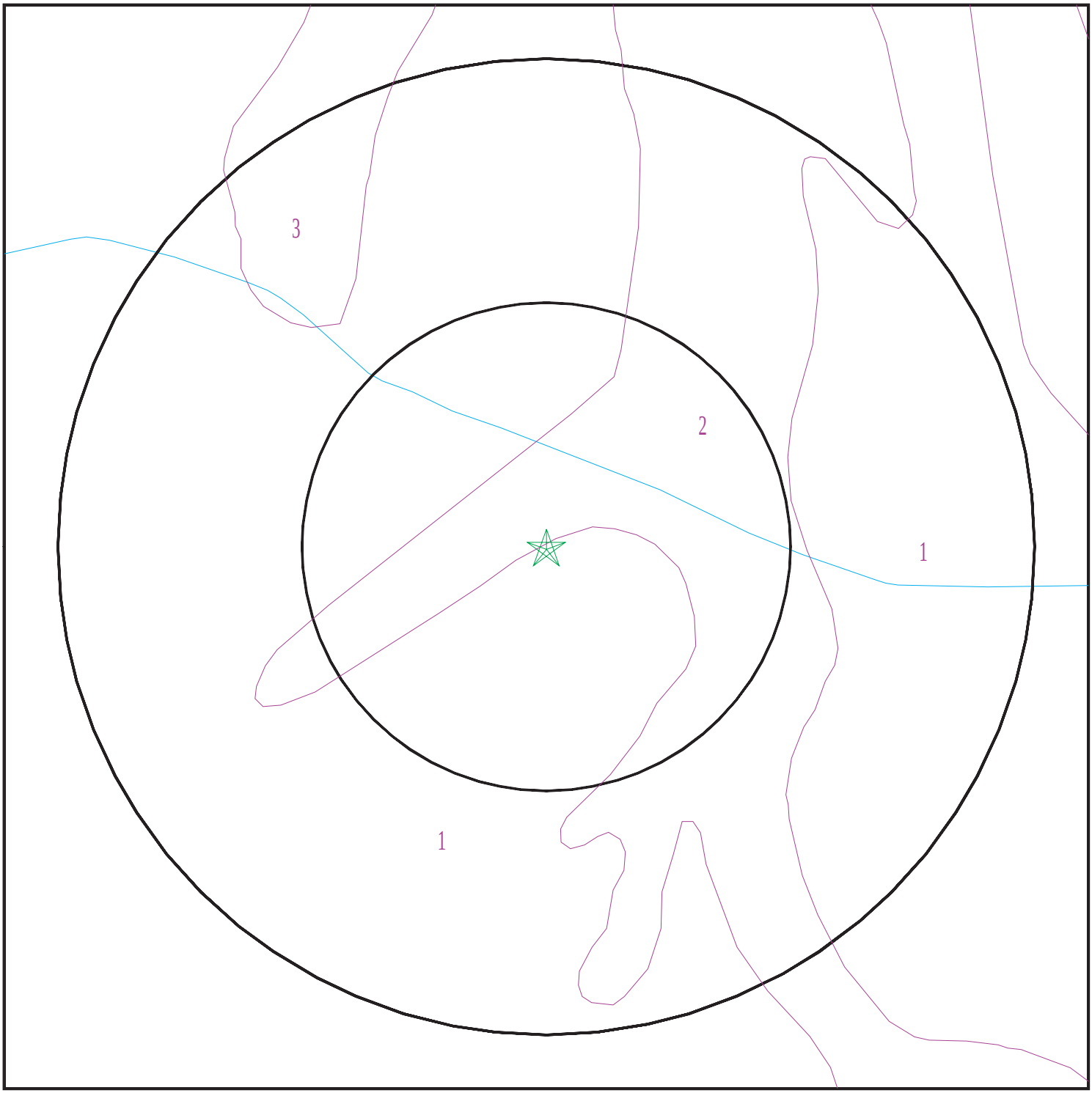
Era:	Cenozoic
System:	Tertiary
Series:	Miocene
Code:	Tm *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 6838041.2s



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

SITE NAME:	Proposed Commercial Property	CLIENT:	Krazan & Associates, Inc.
ADDRESS:	1625 Buchanan Road Pittsburg CA 94565	CONTACT:	William Vick
		INQUIRY #:	6838041.2s
LAT/LONG:	37.998428 / 121.866456	DATE:	January 28, 2022 3:28 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: RINCON

Soil Surface Texture: clay loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9
2	11 inches	29 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9
3	29 inches	59 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9

Soil Map ID: 2

Soil Component Name: RINCON

Soil Surface Texture: clay loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9
2	11 inches	29 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9
3	29 inches	59 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9

Soil Map ID: 3

Soil Component Name: CAPAY

Soil Surface Texture: clay

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Moderately well drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	35 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 1.4 Min: 0.42	Max: 8.4 Min: 6.6
2	35 inches	51 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 1.4 Min: 0.42	Max: 8.4 Min: 6.6
3	51 inches	72 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 1.4 Min: 0.42	Max: 8.4 Min: 6.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

PHYSICAL SETTING SOURCE MAP - 6838041.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Proposed Commercial Property	CLIENT:	Krazan & Associates, Inc.
ADDRESS:	1625 Buchanan Road Pittsburg CA 94565	CONTACT:	William Vick
		INQUIRY #:	6838041.2s
LAT/LONG:	37.998428 / 121.866456	DATE:	January 28, 2022 3:28 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation			Database	EDR ID Number
1 **West** **1/4 - 1/2 Mile** **Higher**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	60614 NW Not Reported Not Reported Not Reported 10/13/1985	**AQUIFLOW**	**64743**
2 **NE** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	12263 NW 24.12 26.16 Not Reported 01/29/1988	**AQUIFLOW**	**64771**
1G **NE** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	12263 NW 24.12 26.16 Not Reported 01/29/1988	**AQUIFLOW**	**64771**
2G **West** **1/4 - 1/2 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	60614 NW Not Reported Not Reported Not Reported 10/13/1985	**AQUIFLOW**	**64743**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
94565	29	2

Federal EPA Radon Zone for CONTRA COSTA County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 94565

Number of sites tested: 4

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	1.375 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

OTHER STATE DATABASE INFORMATION

Groundwater Ambient Monitoring & Assessment Program
State Water Resources Control Board
Telephone: 916-341-5577
The GAMA Program is Californias comprehensive groundwater quality monitoring program. GAMA collects data by testing the untreated, raw water in different types of wells for naturally-occurring and man-made chemicals. The GAMA data includes Domestic, Monitoring and Municipal well types from the following sources, Department of Water Resources, Department of Heath Services, EDF, Agricultural Lands, Lawrence Livermore National Laboratory, Department of Pesticide Regulation, United States Geological Survey, Groundwater Ambient Monitoring and Assessment Program and Local Groundwater Projects.

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

California Oil and Gas Well Locations
Source: Dept of Conservation, Geologic Energy Management Division
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

PHYSICAL SETTING SOURCE RECORDS SEARCHED

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX E

PRELIMINARY STORMWATER CONTROL PLAN

PRELIMINARY STORMWATER CONTROL PLAN

for

C-STORE/GAS STATION CAR WASH

PITTSBURG, CALIFORNIA

December 20, 2018

Owner:

LMK PETRO INC.
82 N. MAIN ST.
MILPITAS, CA. 95035
PHONE: (408) 569-3396
CONTACT: SHASHI SHARMA

Prepared by:

dk Consulting
1931 San Miguel Drive, Suite 100
Walnut Creek, CA 94596
(925) 932-6868

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Attachments

Stormwater Control Plan Exhibit

IMP Sizing Calculator Output

I. PROJECT DATA

Table 1. Project Data

Project Name/Number	C-Store/Gas Station Car Wash
Application Submittal Date	To be submitted by applicant
Project Location	1625 Buchanan Road, Pittsburg, CA 94565 (088-030-021)
Name of Developer	TBD
Project Phase No.	NA
Project Type and Description	Gas station, car wash, and convenience store with parking lot
Project Watershed	Willow and Kirker Creek
Total Project Site Area (acres)	± 4.8 acres
Total Area of Land Disturbed (acres)	± 2.71 acres
Total New Impervious Surface Area (sq. ft.)	22,259 sf (0.51 acres)
Total Replaced Impervious Surface Area	20,421 sf (0.47 acres)
Total Pre-Project Impervious Surface Area	29,470 sf (0.68 acres)
Total Post-Project Impervious Surface Area	43,516 sf (1 acre)
50% Rule	Applies
Project Density	Per Applicant
Applicable Special Project Categories	None
Percent LID and non-LID treatment	100% LID
HM Compliance	Applies

II. SETTING

II.A. Project Location and Description

This project is located on the northwest corner of Buchanan Road and Meadows Avenue intersection within the City of Pittsburg, Contra Costa County, California. Residential units and Norine Drive are to the west of the project. To the north of the project is Contra Costa Canal. Open space is to the east of the project. The proposed development will consist of a convenience store, gas station, car wash, and parking lot. Two existing structures, a cell tower and building, will remain in their original locations.

II.B. Existing Site Features and Conditions

The property is approximately 4.8 acres and has elevations ranging from 134' to 95'. The slopes within the site vary, as high as 60% and as little as 3%. Most of the surface runoff drains north off-site. Another portion of the surface runoff is collected by an existing storm drain inlet before outfalling into the existing storm drain system east of the property along Buchanan Road.

Half of the property is undeveloped and consists of brush and trees. The rest of the property includes an auto repair service, parking lot, cell tower, and several structures. The soil type is hydrologic soil group C based on United States Department of Agriculture National Resources Conservation Service.

II.C. Opportunities and Constraints for Stormwater Control

Primary stormwater control constraints for this project consist of:

- Potential oil spills, preventing the use of pervious pavement;
- Heavy vehicular traffic; and
- Steep slopes in several areas, preventing treatment areas in those locations

During the planning stages, stormwater treatment and hydromodification have been integrated within the project site. Two bioretention facilities, for stormwater treatment, and one retention pond, for hydromodification, have been designed across the site, centrally located north of the parking lot. Approximately 80% of the site will remain as either existing pervious area or proposed landscaped areas, which helps to reduce the amount of C.3 treatment required.

The minor areas throughout the site that are not treated consist of less than 160 square feet and are limited within the frontage area along Buchanan Road.

III. LOW IMPACT DEVELOPMENT DESIGN STRATEGIES

III.A. Optimization of Site Layout

III.A.1. Limitation of development envelope

The proposed development is centrally located within the site and utilizes mostly the existing flat areas. Proposed site minimizes the disturbance of existing vegetation and soils.

III.A.2. Preservation of natural drainage features

There are no natural drainage features within the project boundary.

III.A.3. Setbacks from creeks, wetlands, and riparian habitats

There are no creeks, wetlands, and riparian habitats within the project site.

III.A.4. Minimization of imperviousness

The proposed development limits potential impervious areas. Approximately 80% of the site will remain as existing pervious area or proposed landscaped areas.

III.A.5. Use of drainage as a design element

The buildings and parking lot, within the site, drain north to the bioretention facilities, resulting in the preservation of the site's natural drainage patterns and the enhancement of the site's natural character.

III.B. Use of Permeable Pavements

Since the proposed development includes a car wash and gas station, there may be potential oil spills, preventing the use of pervious pavement.

III.C. Dispersal of Runoff to Pervious Areas

Runoff from the buildings and parking lot will be directed to bioretention basins prior to entering the large retention pond.

III.D. Bioretention or other Integrated Management Practices

Bioretention Facilities

Bioretention facilities will be designed and constructed in accordance with the criteria included within the Guidebook. A cross section of the bioretention area is included on the preliminary Stormwater Control Plan Exhibit. Bioretention facilities have the following characteristics:

- Ponding depth will be 10" min.
- 18" depth "loamy sand" soil mix with minimum long-term percolation rate of 5"/hour.
- Area of soil mix meets or exceeds minimum.
- Perforated pipe (PVC SDR 35 or approved equivalent) underdrain bedded in "Class 2 perm" with connection and sufficient head to storm drain or discharge point.
- No filter fabric between sandy loam and class 2 perm layer.
- Underdrain has a clean-out port consisting of a vertical, rigid, non-perforated PVC pipe, with a minimum diameter of 4 inches and a watertight cap.
- Location and footprint of facility are shown on site plan, landscaping, and grading plan.
- Bioretention area is designed as a basin (level edges), and final grading plan will be consistent with these elevations.
- Curb inlets are 12" wide, have a 4"-6" reveal and an apron or other provision to prevent blockage when vegetation grows in, and energy dissipation as needed.
- Overflow connected to a downstream storm drain or approved discharge point.
- Emergency spillage will be safely conveyed overland.
- Plantings are suitable to the climate, exposure, and a well-drained soil, and occasional inundation during large storm events.
- Irrigation system with connection to water supply, on a separate zone.
- Vaults, utility boxes, and light standards are located outside the minimum soil mix surface area.
- When excavating, avoid smearing of the soils on bottom and side slopes. Minimize compaction of native soils and "rip" soils if clayey and/or compacted. Protect the area from construction site runoff.
- Volume of subsurface storage meets or exceeds minimum.
- Underdrain is connected to discharge through an appropriately sized orifice or other flow-limiting device.

IV. DOCUMENTATION OF DRAINAGE DESIGN

IV.A. Descriptions of each Drainage Management Area

IV.A.1. Table of Drainage Management Areas for LID Facilities

Table 2

DMA Name	*Area (SF)*	*Surface Type/Description*	*DMA Type/Drains to*
DMA 1	*32,524*	*Landscape*	*IMP 1*
DMA 2	*13,251*	*Entry Drive/Parking Lot*	*IMP 1*
DMA 3	*5,991*	*Landscape*	*IMP 1*
DMA 4	*2,656*	*Landscape*	*IMP 1*
DMA 5	*2,800*	*Roof*	*IMP 1*
DMA 6	*77*	*Landscape*	*IMP 1*
DMA 7	*5,024*	*Landscape*	*IMP 1*
DMA 8	*977*	*Sidewalk*	*IMP 1*
DMA 9	*15,529*	*Entry Drive/Parking Lot*	*IMP 2*
DMA 10	*4,322*	*Landscape*	*IMP 2*
DMA 11	*4,254*	*Roof*	*IMP 2*
DMA 12	*951*	*Landscape*	*IMP 2*
DMA 13	*1,580*	*Sidewalk*	*IMP 2*
DMA 14	*3,850*	*Roof*	*IMP 2*
DMA 15	*2,400*	*Landscape*	*IMP 2*
DMA 16	*297*	*Landscape*	*IMP 2*
DMA 17	*307*	*Existing Concrete Pad*	*IMP 2*
DMA 18	*1,535*	*Landscape*	*IMP 2*
DMA 19	*529*	*Existing Roof/Sidewalk*	*IMP 2*
DMA 20	*207*	*Wall*	*IMP 2*

DMA 21	*232*	*Wall*	*IMP 1*

IV.A.2. Drainage Management Area Descriptions

DMA 1, totaling 32,524 square feet, drains a portion of the existing pervious area/landscaping. DMA 1 drains to bioretention facility IMP 1.

DMA 2, totaling 13,251 square feet, drains a portion of the entry drive/parking lot. DMA 2 drains to bioretention facility IMP 1.

DMA 3, totaling 5,991 square feet, drains a portion of the landscaping. DMA 3 drains to bioretention facility IMP 1.

DMA 4, totaling 2,656 square feet, drains a portion of the landscaping. DMA 4 drains to bioretention facility IMP 1.

DMA 5, totaling 2,800 square feet, drains the roof. DMA 5 drains to bioretention facility IMP 1.

DMA 6, totaling 77 square feet, drains a portion of the landscaping. DMA 6 drains to bioretention facility IMP 1.

DMA 7, totaling 5,024 square feet, drains a portion of the landscaping. DMA 7 drains to bioretention facility IMP 1.

DMA 8, totaling 977 square feet, drains a portion of the sidewalk. DMA 8 drains to bioretention facility IMP 1.

DMA 9, totaling 15,529 square feet, drains a portion of the entry drive/parking lot. DMA 9 drains to bioretention facility IMP 2.

DMA 10, totaling 4,322 square feet, drains a portion of the landscaping. DMA 10 drains to bioretention facility IMP 2.

DMA 11, totaling 4,254 square feet, drains the roof. DMA 11 drains to bioretention facility IMP 2.

DMA 12, totaling 951 square feet, drains a portion of the landscaping. DMA 12 drains to bioretention facility IMP 2.

DMA 13, totaling 1,580 square feet, drains a portion of the sidewalk. DMA 13 drains to bioretention facility IMP 2.

DMA 14, totaling 3,850 square feet, drains the roof. DMA 14 drains to bioretention facility IMP 2.

DMA 15, totaling 2,400 square feet, drains a portion of the landscaping. DMA 15 drains to bioretention facility IMP 2.

DMA 16, totaling 297 square feet, drains a portion of the landscaping. DMA 16 drains to bioretention facility IMP 2.

DMA 17, totaling 307 square feet, drains the existing concrete pad. DMA 17 drains to bioretention facility IMP 2.

DMA 18, totaling 1,535 square feet, drains a portion of the landscaping. DMA 18 drains to bioretention facility IMP 2.

DMA 19, totaling 529 square feet, drains the existing roof/sidewalk. DMA 19 drains to bioretention facility IMP 2.

DMA 20, totaling 207 square feet, drains the wall. DMA 20 drains to bioretention facility IMP 2.

DMA 21, totaling 232 square feet, drains the wall. DMA 21 drains to bioretention facility IMP 1.

IV.B. Integrated Management Practice Descriptions

IV.B.1. Information Summary for IMP Design

Table 3

Total Project Area Requiring Treatment (Square Feet)	104,499
Mean Annual Precipitation	14.5
IMPs Designed For:	Treatment Plus Flow Control

IV.B.2. Self-Treating Areas

Table 4

DMA Name	*Area (square feet)*
ST 1	93,417
ST 2	12,280
Total	105,697

IV.B.3. Areas Not Treated

Table 5

Area Name	*Area (square feet)*	*Post-project Surface Type*
NT 1	77	Frontage
NT 2	76	Frontage
Total	153	

IV.B.4. Areas Draining to IMPs

Table 6

IMP Name: IMP1 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
					IMP Sizing Factor	Rain Adjust-ment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA1	32,524	Landscape	0.50	16,262				
DMA2	13,251	Concrete or Asphalt	1.00	13,251				
DMA3	5,991	Landscape	0.50	2,996				
DMA4	2,656	Landscape	0.50	1,328				
DMA5	2,800	Conventional Roof	1.00	2,800				
DMA6	77	Landscape	0.50	39				
DMA7	5,024	Landscape	0.50	2,512				
DMA8	977	Concrete or Asphalt	1.00	977				
DMA21	232	Concrete or Asphalt	1.00	232				
			Total	40,396				
				Area	0.060	1.209	2,930	2,945
				Surface Volume	0.050	1.209	2,442	2,454
				Subsurface Volume	0.066	1.209	3,223	3,240
							Maximum Underdrain Flow (cfs)	0.06
							Orifice Diameter (in)	1.54

Table 7

IMP Name: IMP2 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing			
DMA9	15,529	Concrete or Asphalt	1.00	15,529				
DMA10	4,322	Landscape	0.50	2,161				
DMA11	4,254	Conventional Roof	1.00	4,254				
DMA12	951	Landscape	0.50	476				
DMA13	1,580	Concrete or Asphalt	1.00	1,580				
DMA14	3,850	Conventional Roof	1.00	3,850				
DMA15	2,400	Landscape	0.50	1,200				
DMA16	297	Landscape	0.50	149				
DMA17	307	Conventional Roof	1.00	307				
DMA18	1,535	Landscape	0.50	768				
DMA19	529	Conventional Roof	1.00	529				
DMA20	207	Concrete or Asphalt	1.00	207				
			Total	31,009				
					IMP Sizing Factor	**Rain Adjust-ment Factor**	**Minimum Area or Volume**	**Proposed Area or Volume**
				Area	0.060	1.209	2,249	2,257
				Surface Volume	0.050	1.209	1,874	1,881
				Subsurface Volume	0.066	1.209	2,474	2,483
							Maximum Underdrain Flow (cfs)	0.03
							Orifice Diameter (in)	1.15

V. SOURCE CONTROL MEASURES

V.A. Site activities and potential sources of pollutants

The project will create potential sources of stormwater pollutants. Sources to be controlled include:

- Potential dumping of wash-water or other liquids into storm drains inlets.
- Oil spills
- Need for future indoor or structural pest control.
- Fertilizers and pesticides used in yard maintenance.
- Fire sprinkler test water
- Miscellaneous drain or wash water
- Refuse will be handled by owner. Owner will be required to store their cans in a covered area.
- Convenience store

V.B. Source Control Table

Table 8

Potential source of runoff pollutants	*Permanent source control BMPs*	*Operational source control BMPs*
On-site dumping into storm drain inlets	All accessible on-site inlets will be marked with the words "No Dumping! Flows to Creek"	Markings will be periodically repainted or replaced. Inlets and pipes conveying stormwater to BMPs will be inspected and maintained as part of BMP Operation and Maintenance Plan.
Need for future indoor or structural pest control		Integrated Pest Management (IPM) information will be provided to property owners.
Landscape/outdoor pesticide use	Final landscape plans will: Be designed to minimize irrigation and runoff and to minimize use of fertilizers and pesticides that can contribute to stormwater pollution. Specific plantings within bioretention areas and swales that are tolerant of the sandy loam soil and periodic inundation. Include pest-resistant plants.	Landscape will be maintained using minimum or no pesticides. IPM information will be provided to property owners.

	Include plantings appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency and plant interactions.	
Fire sprinkler test water	Fire sprinkler test valves will be equipped with a means to divert test water to the sanitary sewer.	See Plumbing plan sheets, P2.01A-C
Convenience store, sidewalks, and parking lots		Sweep store, sidewalks, and parking lots to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect wash water containing any cleaning agent or degreaser and discharge to the sanitary sewer, not to the storm drain.
Miscellaneous drain or wash water	Boiler drain lines shall be directly or indirectly connected to the sanitary sewer system and will not drain to the storm drain system. Condensate drain lines will discharge to the sanitary sewer system or to landscape areas. Rooftop mounted equipment will be roofed or covered to prevent pollutants from entering runoff. Drainage sumps shall feature a sediment sump to reduce the quantity of sediment in pumped water. Roofing, gutters, and trim shall not be copper or other unprotected metal that could leach into runoff.	

VI. STORMWATER FACILITY MAINTENANCE

VI.A. Ownership and Responsibility for Maintenance in Perpetuity

The owner agrees to operate and maintain the stormwater treatment facilities (bioretention facilities) constructed in connection with the project. Also, the applicant will be responsible for paying for maintenance of treatment facilities and executing a Stormwater Management Facilities Operation and Maintenance Agreement and Right of Entry in the form provided by the City of Pittsburg.

A Stormwater Facilities Operation and Maintenance Plan will be prepared as a separate document. This plan includes detailed maintenance requirements and a maintenance schedule.

VI.B. Summary of Maintenance Requirements for Each Stormwater Facility

Bioretention facilities receive runoff from proposed storm drain system. The runoff briefly floods the surface of the treatment area and then percolates through an active soil layer to drain rock below. Typical routine maintenance consists of the following:

- Examine storm drain inlets or sheet flow from paving and landscaped areas to ensure that flow to the bioretention facility is unimpeded. Remove any debris and repair any damaged pipes. Check splash blocks or rocks and repair, replace, or replenish as necessary.
- Examine the overflow pipe to make sure that it can safely convey excess flows to a storm drain. Repair or replace any damaged or disconnected piping.
- Check the underdrain piping to make sure it is intact and unobstructed.
- Observe the structure of the box and fix any holes, cracks, rotting, or failure.
- Check that the soil is at the appropriate depth to allow a reservoir above the soil surface, and is sufficient to effectively filter stormwater. Remove any accumulations of sediment, litter, and debris. Till or replace soil as necessary. Confirm that soil is not clogging and that the planter will drain 3-4 hours after a storm event.
- Determine whether the vegetation is dense and healthy. Replace dead plants. Prune or remove any overgrown plants or shrubs that may interfere with planter operation. Clean up fallen leaves or debris and replenish mulch. Remove any nuisance or invasive vegetation.
- Abate any potential vectors by filling holes in the ground in and around the swale and by insuring that there are no areas where water stands longer than 48 hours following a storm. If mosquito larvae are present and persistent, contact the Contra Costa Mosquito and Vector Control District for information and advice. Mosquito larvicides should be applied only when necessary and then only by a licensed individual or contractor.

VII. CONSTRUCTION PLAN C.3 CHECKLIST

Table 9

Stormwater Control Plan Page #	*BMP Description*	*See Plan Sheet #s*
Section IV	Runoff from DMA 1 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 2 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 3 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 4 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 5 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 6 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 7 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 8 is directed to IMP 1.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 9 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 10 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 11 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 12 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 13 is directed to IMP 2.	1 (C.3 Exhibit)

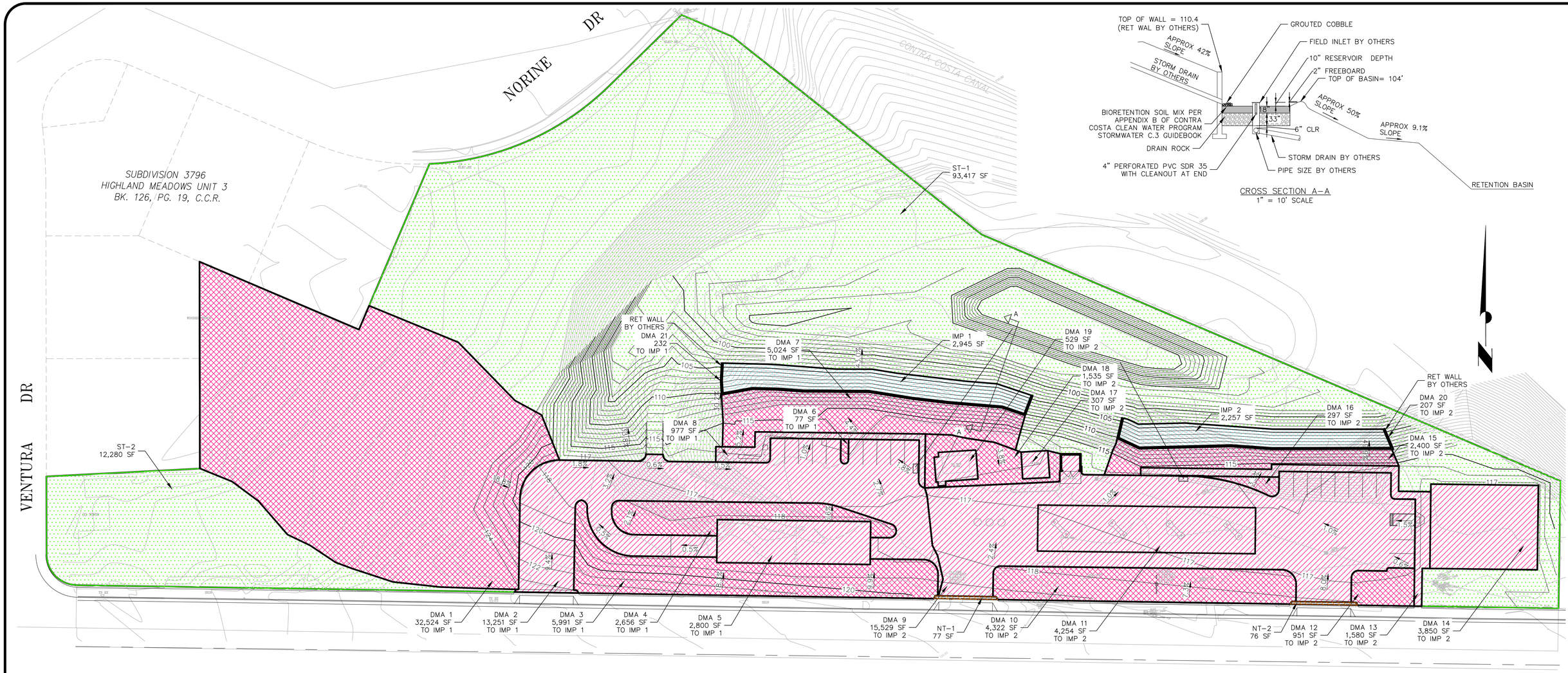
Section IV	Runoff from DMA 14 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 15 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 16 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 17 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 18 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 19 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 20 is directed to IMP 2.	1 (C.3 Exhibit)
Section IV	Runoff from DMA 21 is directed to IMP 1.	1 (C.3 Exhibit)

VIII. CERTIFICATIONS

The selection, sizing, and preliminary design of stormwater treatment and other control measures in this plan meet the requirements of Regional Water Quality Control Board Order R2-2015-0049.

ATTACHMENT A

STORMWATER CONTROL PLAN EXHIBIT



CROSS SECTION A–A
1" = 10' SCALE

Project Name: C-Store
Project Type: Treatment and Flow Control
APN: 088030021
Drainage Area: 104,499
Mean Annual Precipitation: 14.5

IV. Areas Draining to IMPs

IMP Name: IMP1
IMP Type: Bioretention Facility
Soil Group: IMP1

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA1	32,524	Landscape	0.50	16,262				
DMA2	13,251	Concrete or Asphalt	1.00	13,251				
DMA3	5,991	Landscape	0.50	2,996				
DMA4	2,656	Landscape	0.50	1,328				
DMA5	2,800	Conventional Roof	1.00	2,800				
DMA6	77	Landscape	0.50	39				
DMA7	5,024	Landscape	0.50	2,512				
DMA8	977	Concrete or Asphalt	1.00	977				
DMA21	232	Concrete or Asphalt	1.00	232				
			Total	40,396				
				Area	0.060	1.209	2,930	2,945
				Surface Volume	0.050	1.209	2,442	2,454
				Subsurface Volume	0.066	1.209	3,223	3,240
							Maximum Underdrain Flow (cfs)	0.06
							Orifice Diameter (in)	1.54

IMP Name: IMP2
IMP Type: Bioretention Facility
Soil Group: IMP2

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
DMA9	15,529	Concrete or Asphalt	1.00	15,529				
DMA10	4,322	Landscape	0.50	2,161				
DMA11	4,254	Conventional Roof	1.00	4,254				
DMA12	951	Landscape	0.50	476				
DMA13	1,580	Concrete or Asphalt	1.00	1,580				
DMA14	3,850	Conventional Roof	1.00	3,850				
DMA15	2,400	Landscape	0.50	1,200				
DMA16	297	Landscape	0.50	149				
DMA17	307	Conventional Roof	1.00	307				
DMA18	1,535	Landscape	0.50	768				
DMA19	529	Conventional Roof	1.00	529				
DMA20	207	Concrete or Asphalt	1.00	207				
			Total	31,009				
				Area	0.060	1.209	2,249	2,257
				Surface Volume	0.050	1.209	1,874	1,881
				Subsurface Volume	0.066	1.209	2,474	2,483
							Maximum Underdrain Flow (cfs)	0.03
							Orifice Diameter (in)	1.15

LEGEND

- LANDSCAPED AREAS DRAINING TO C.3 TREATMENT AREAS
- IMPERVIOUS AREAS DRAINING TO C.3 TREATMENT AREAS
- C.3 TREATMENT AREAS (IMP)
- SELF–TREATED AREA
- NON–TREATED AREA
- STORM DRAIN LINE AND STRUCTURE BY OTHERS

ABBREVIATIONS

APPROX	APPROXIMATELY
DMA	DRAINAGE MANAGEMENT AREA
IMP	INTEGRATED MANAGEMENT PRACTICE/ C.3 TREATMENT AREAS
NT	NOT TREATED
RET WALL	RETAINING WALL
SF	SQUARE FEET
ST	SELF TREATED

30' 0' 15' 30' 60'
1 INCH = 30 FEET

C-STORE
C.3 EXHIBIT
DECEMBER 20, 2018

dk CONSULTING
ENGINEERING · PLANNING · SURVEYING
1931 SAN MIGUEL DRIVE, SUITE 100, WALNUT CREEK, CALIFORNIA 94596, (925) 932-6868

\\PW-DK-FILES\PROJECTS\2018\18-1058 C-STORE\DWG\LEVEL-1858.dwg 12/20/2018

ATTACHMENT B

CONTRA COSTA IMP CALCULATOR
SUMMARY REPORT

Project Name: C-Store
Project Type: Treatment and Flow Control
APN: 088030021
Drainage Area: 104,828
Mean Annual Precipitation: 14.5

IV. Areas Draining to IMPs

IMP Name: IMP1
IMP Type: Bioretention Facility
Soil Group: IMP1

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA1	32,933	Landscape	0.50	16,467
DMA2	13,177	Concrete or Asphalt	1.00	13,177
DMA3	5,991	Landscape	0.50	2,996
DMA4	2,656	Landscape	0.50	1,328
DMA5	2,800	Conventional Roof	1.00	2,800
DMA6	77	Landscape	0.50	39
DMA7	5,045	Landscape	0.50	2,523
DMA8	977	Concrete or Asphalt	1.00	977
DMA21	232	Concrete or Asphalt	1.00	232
			Total	40,537

IMP Sizing

IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	1.209	2,941	2,945
Surface Volume	0.050	1.209	2,450	2,454
Subsurface Volume	0.066	1.209	3,235	3,240
			Maximum Underdrain Flow (cfs)	0.06
			Orifice Diameter (in)	1.54

IMP Name: IMP2
IMP Type: Bioretention Facility
Soil Group: IMP2

DMA Name	Area (sq ft)	Post Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA9	15,529	Concrete or Asphalt	1.00	15,529

IMP Sizing

IMP Sizing Factor	Rain Adjustment	Minimum Area or	Proposed Area or

DMA10	4,322	Landscape	0.50	2,161
DMA11	4,254	Conventional Roof	1.00	4,254
DMA12	951	Landscape	0.50	476
DMA13	1,580	Concrete or Asphalt	1.00	1,580
DMA14	3,850	Conventional Roof	1.00	3,850
DMA15	2,400	Landscape	0.50	1,200
DMA16	297	Landscape	0.50	149
DMA17	307	Conventional Roof	1.00	307
DMA18	1,506	Landscape	0.50	753
DMA19	529	Conventional Roof	1.00	529
DMA20	207	Concrete or Asphalt	1.00	207
		Total		30,994

	Factor	Volume	Volume
Area	0.060	1.209	2,248	2,257
Surface Volume	0.050	1.209	1,874	1,881
Subsurface Volume	0.066	1.209	2,473	2,483
			Maximum Underdrain Flow (cfs)	0.03
			Orifice Diameter (in)	1.15

Report generated on 11/28/2018 12:00:00 AM by the Contra Costa Clean Water Program IMP Sizing Tool software (version 1.3.1.0).

APPENDIX F

SPECTRAL SOUND MEASUREMENTS SUMMARY REPORT

D. L. ADAMS ASSOCIATES
acoustics | performing arts | technology

1536 Ogden Street
Denver, CO 80218
www.dlaa.com
303.455.1900

August 11, 2016

Ms. Cheryl Dobie
Aerodry Systems, LLC
P.O. Box 907
Broomfield, Colorado 80038

Re: Aerodry – Spectral Sound Measurements (DLAA #16-131) Summary Report

Dear Cheryl,

The following is a summary of the blower sound level measurements taken at the site on August 4, 2016. Attached is Table 1 which is a summary of the 1/3 octave band sound measurements taken at the site.

We measured a variety of configurations with various model numbers that correspond to different groupings of dryers. The system sizes ranging from 45 HP to 120 HP consisted of configurations utilizing 1 and 2 overhead towers and 1 set of 6-outlet side columns..

Measurements were taken in ANSI-standard 1/3-octave bands between 25 Hertz (Hz) and 20,000 Hz. The blowers were located as shown in Figure 1. Sound measurements were taken outside the building at four distances: 1m, 20', 50', and 90' from the exterior edge of the building at centerline of the opening as shown in Figure 1.

Table 1 (enclosed) summarizes the measurements taken at the four measurement locations under six different operating conditions as described below Table 1.

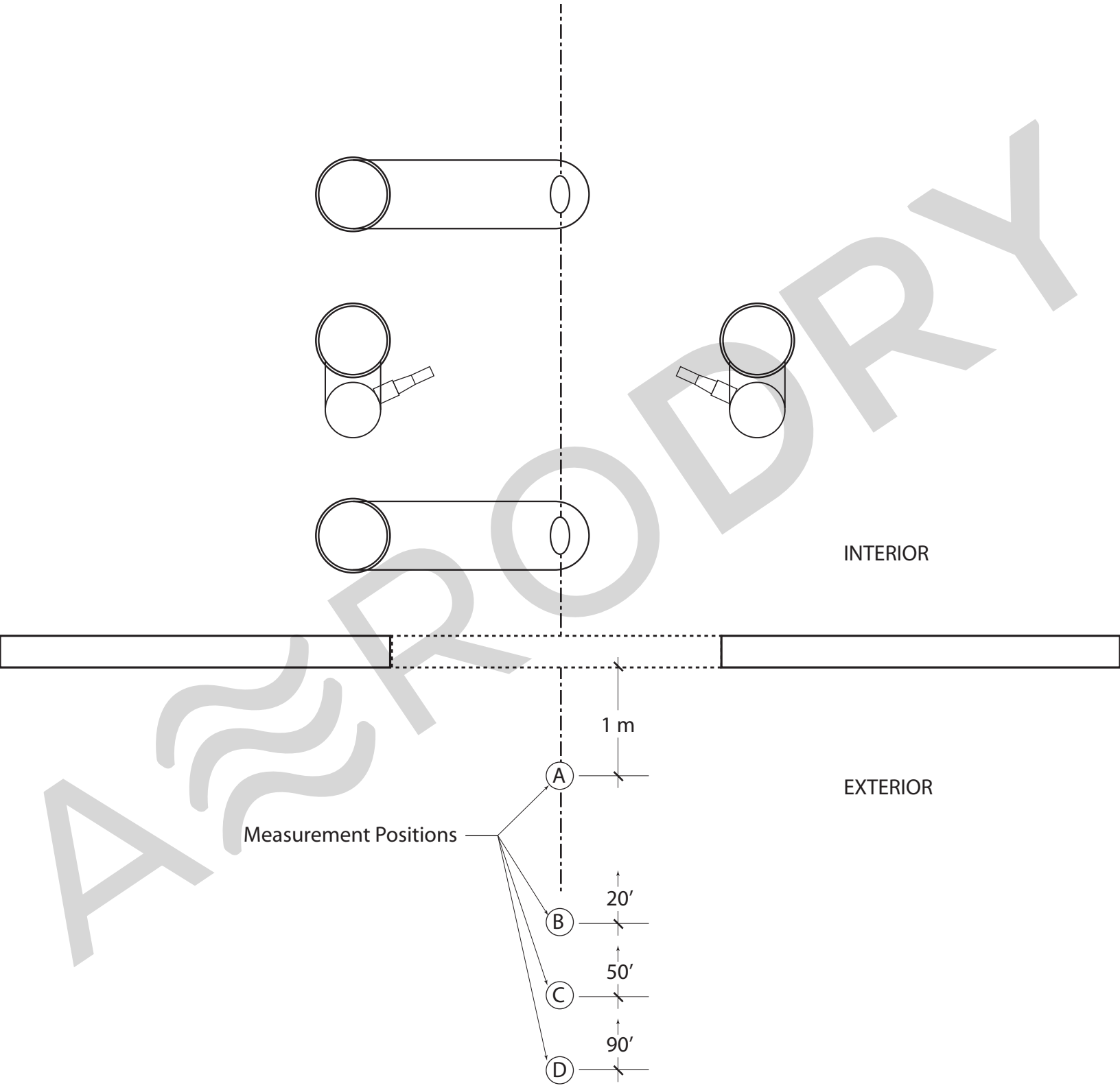
Measurements were taken with a Larson Davis Model 831 Type 1 sound level meter and a PCB Piezotronics Model 377B02 condensing microphone. Immediately prior to measuring, the sound level meter's calibration was checked and recorded. Calibration was again verified at the conclusion of the measurements. All of our equipment has been calibrated within the recommended time period set by the manufacturer. Documentation verifying measurement calibration compliance is available upon request,

If you have any questions, please call me.

Sincerely,

Mick Barnhardt
Senior Consultant

Encl: Figure 1; Table 1



AERODRY

Dryer Configuration

Aerodry

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

Figure 1

D. L. ADAMS ASSOCIATES
acoustics | performing arts | technology
1536 Ogden Street Denver, Colorado 80218
303/455-1900 FAX 303/455-9187

8-11-16 | Project No. 16-161 | Drawn by MBB

TABLE 1: Sound Measurement Summary (in dB)

		1/3 Octave Band Frequency																													
Location	**Condition**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**	**dBA**
A	Condition 1	75	75	76	79	79	78	73	72	76	73	67	75	83	81	66	65	66	65	66	65	65	62	60	59	57	56	55	52	47	39	**82**
B	Condition 1	63	67	69	70	74	67	66	61	64	62	60	64	76	71	55	57	55	56	54	56	54	51	51	50	48	46	45	42	36	29	**74**
C	Condition 1	60	61	60	64	68	65	62	61	59	57	54	59	68	64	50	50	48	50	49	49	48	45	44	43	40	37	34	30	24	16	**67**
D	Condition 1	57	55	57	61	62	63	64	56	53	52	49	55	64	58	45	46	45	45	45	44	43	40	39	37	34	30	27	22	16	10	**62**
A	Condition 2	69	73	74	76	79	80	80	74	74	77	73	68	73	81	81	74	66	69	67	67	66	66	63	62	61	59	58	56	53	49	**81**
B	Condition 2	65	65	68	70	74	70	66	64	65	63	58	66	73	71	60	57	57	57	57	56	57	53	52	51	49	47	46	43	38	30	**73**
C	Condition 2	60	60	62	64	69	66	61	61	59	58	53	60	67	65	59	52	51	52	51	50	50	47	45	44	41	39	36	32	26	17	**67**
D	Condition 2	61	57	59	64	64	62	59	58	54	54	49	55	62	59	46	48	47	47	47	46	46	41	41	39	36	32	29	23	16	9	**62**
A	Condition 3	76	76	77	78	80	82	74	76	78	73	71	75	84	80	68	67	69	68	69	67	68	64	63	63	60	59	57	54	51	44	**83**
B	Condition 3	65	67	68	70	74	73	66	64	66	63	59	67	77	72	59	58	57	56	57	56	56	54	53	52	49	47	46	42	37	29	**75**
C	Condition 3	61	62	63	64	69	68	61	60	61	59	55	62	70	65	51	52	51	52	51	50	50	47	46	45	42	39	36	32	26	17	**68**
D	Condition 3	59	58	58	60	63	65	58	58	55	53	51	56	65	60	45	47	46	46	47	45	45	43	41	39	35	32	28	23	16	9	**63**
A	Condition 4	74	75	76	80	81	80	75	76	78	75	69	72	80	84	73	67	71	69	69	68	68	65	64	62	61	59	57	55	50	42	**84**
B	Condition 4	65	65	68	72	75	73	68	66	66	65	59	63	72	74	63	59	58	59	59	59	58	56	54	53	51	49	48	45	39	31	**74**
C	Condition 4	61	62	62	66	70	67	63	61	61	60	55	59	65	67	58	52	51	53	53	52	51	49	47	46	43	41	38	34	28	19	**68**
D	Condition 4	58	57	59	63	64	64	60	58	56	55	52	54	60	62	58	49	47	48	49	48	46	44	42	41	37	34	30	25	18	11	**63**
A	Condition 5	77	77	79	80	84	84	77	79	81	76	73	74	81	83	73	69	73	71	72	71	71	67	66	66	63	62	60	58	54	46	**85**
B	Condition 5	68	69	71	72	77	75	69	67	68	65	61	67	75	75	64	61	60	60	61	61	60	57	56	56	53	51	50	47	42	34	**76**
C	Condition 5	63	63	63	66	72	70	63	62	63	61	57	61	67	68	60	54	54	55	54	54	53	50	49	48	45	42	40	36	30	21	**69**
D	Condition 5	59	59	60	62	64	66	61	61	58	56	51	56	62	63	54	49	49	49	50	49	48	45	44	42	38	35	32	26	19	11	**64**
A	Condition 6	76	76	78	79	82	82	75	77	79	74	72	76	83	81	75	68	70	69	69	68	69	65	64	63	61	59	58	55	51	43	**84**
B	Condition 6	66	68	69	71	76	74	67	65	67	64	60	68	76	72	63	59	57	58	59	58	58	55	54	53	50	49	47	44	39	31	**75**
C	Condition 6	62	62	62	64	71	69	62	60	61	59	56	61	68	64	55	53	52	52	52	51	51	48	47	46	42	39	37	33	27	18	**68**
D	Condition 6	58	58	58	62	63	65	60	59	58	55	51	55	63	60	50	48	46	47	48	47	46	44	41	40	36	32	29	24	17	10	**63**

Location A: 1 meter from exterior door opening
Location B: 20 feet from exterior door opening
Location C: 50 feet from exterior door opening
Location D: 90 feet from exterior door opening

Condition 1: Model A45
Condition 2: Model A60
Condition 3: Model A60+
Condition 4: Model A90
Condition 5: Model A120
Condition 6: Model A75

AERODRY

Results are exclusive to the Advantage Drying System manufactured by Aerodry Systems, LLC. Use and interpretation for other equipment models or brands is expressly prohibited. Aerodry Systems, LLC is an independent, certified WBE.

APPENDIX G

TRAFFIC IMPACT ANALYSIS REPORT

Final Traffic Impact Analysis Report

LMK Petro at 1625 Buchanan Road

City of Pittsburg, California

August 18, 2017

TJKM

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Appendix B – Existing Conditions Intersections Level of Service Worksheets

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EXECUTIVE SUMMARY

This report summarizes the results of the Traffic Impact Analysis conducted for the proposed LMK Petro development (the project) on 1625 Buchanan Road in the City of Pittsburg, CA. The purpose of this traffic impact study is to evaluate the potential traffic impacts resulting from the development of the proposed project on the surrounding transportation system.

The proposed project proposes to replace the two existing 1,200 square feet buildings of on the project site with the construction of a 24-hour gas station consisting of 12 fueling positions with a convenience store and a self-service car wash. The convenience store will also have a restaurant with a drive through window. The type of restaurant will be determined by the project applicant at a later date. Proposed access to the site will be via two full access driveways on Buchanan Road.

The report also includes evaluations and recommendations concerning project site access and on-site circulation for vehicles, bicycles, and pedestrians; evaluation of on-site vehicle parking supply, passenger and commercial loading spaces and garbage/trash facilities, and queuing analysis at the driveway and at the study intersections.

To evaluate the impacts on the transportation infrastructure due to the addition of traffic from the proposed project, seven study intersections are evaluated during the weekday a.m. peak hour and p.m. peak hour under four study scenarios. The study intersections were evaluated under No Project and Plus Project scenarios for Existing and Cumulative (Year 2035) Conditions.

Project Trip Generation

The proposed LMK Petro project is expected to generate 1,834 daily vehicular trips in which 84 vehicle trips are generated during the a.m. peak hour and 101 vehicle trips are generated during the p.m. peak hour.

Existing Conditions

Under this scenario, all the intersections operate within City of Pittsburg standards of mid-Level of Service (LOS) D or better during the a.m. and p.m. peak hours except for the unsignalized intersection of Woodborough Place and Buchanan Road, which operates at LOS F during the p.m. peak hour.

Existing plus Project Conditions

Under this scenario, all the intersections operate within City of Pittsburg standards except for the intersection of Woodborough Place and Buchanan Road (Two-Way Stop Control), which operates at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour. TJKM have conducted MUTCD Warrant 3, Peak Hour and Warrant 7, Crash Experience signal warrants, neither of which are satisfied for Existing and Existing plus Project Conditions. Therefore, this impact is considered insignificant.

Based on the City of Pittsburg LOS impact criteria, the proposed project will have a *less-than-significant* impact at the study intersections during both a.m. and p.m. peak hour.

Cumulative (Year 2035) Conditions

Under this scenario, all the intersections operate within City of Pittsburg standards except the following intersections:

- Woodborough Place and Buchanan Road (Intersection 2) operates at LOS F during both a.m. and p.m. peak hours.
- Somersville Road and Buchanan Road (Intersection 5) operates at LOS E during both a.m. and p.m. peak hours.

Cumulative plus Project Conditions

Under this scenario, the same two intersections continue to operate at unacceptable levels of service.

The intersection of Woodborough Place and Buchanan Road, does not meet warrant for a traffic signal; therefore, this impact is considered insignificant.

Somersville Road and Buchanan Road (Intersection # 5) - The project is adding 33 trips during a.m. peak hour and 40 trips during p.m. peak hour. Therefore, this impact is insignificant as the project is adding less than 50 peak hour trips.

Based on the City of Pittsburg LOS impact criteria, the proposed project will have a *less-than-significant* impact at the study intersections during both a.m. and p.m. peak hour.

Queuing Analysis

The proposed project *does not create a significant impact* on the expected left-turn or right-turn queues at the selected study intersection under the Existing plus Project Conditions.

Pedestrian, Bicycle and Transit Impacts

The proposed project does not conflict with existing and planned pedestrian or bicycle facilities. The transit service within the immediate vicinity of the project site operates well below capacity, and additional trips generated by the proposed project could be accommodated by existing bus services. Therefore the impacts, to pedestrian, bicycle and transit facilities is *less-than-significant*. However, to accommodate all users of the street system and provide a complete and connected pedestrian facility between the project site and adjacent neighborhoods sidewalk should be provided on the project frontage.

On-Site Circulation

TJKM examined the project site plan in order to evaluate the adequacy of on-site vehicle circulation including refueling trucks, delivery trucks, and emergency vehicles. The proposed project's access will be via two full access driveways on Buchanan Road. Based on the evaluation, the proposed on-site vehicle circulation is adequate and should not result in any significant traffic operations issues.

Parking

Based on the project site plan dated July 15, 2016 (**Figure 2**), a total of 29 parking spaces are provided for the LMK Petro project. Based on the City of Pittsburg Municipal Code the total parking required for the project is 15 parking stalls. Therefore, no parking impacts are projected on City streets.

1.0 INTRODUCTION

This report presents the results of the traffic impact analysis for the proposed LMK Petro development (the project) on 1625 Buchanan Road in the City of Pittsburg, California. The analysis was conducted to evaluate the impacts of the project on the surrounding roadway system; to determine the project's influence on the adjacent bicycle, pedestrian, and transit network; and to identify measures to mitigate any significant impacts. The study traffic impact analysis is prepared in accordance with the requirements and methodologies set forth by the City of Pittsburg, the Contra Costa Transportation Authority (CCTA), Caltrans, and the applicable provisions of CEQA. This chapter discusses the TIA purpose, the project study area, analysis scenarios and methods, and criteria used to identify significant impacts.

1.1 Project Description

The proposed LMK Petro project is located at 1625 Buchanan Road in the City of Pittsburg, CA. The project is located between the intersections of Buchanan Road/Ventura Drive and Buchanan Road/Meadows Avenue. The proposed project consists of a convenient store, gas station and a car wash. The gas station will have twelve fueling positions. The car wash is self-serve. The convenience store will also house a restaurant with a drive through window. The type of restaurant will be determined by the owner at a later date. The project information was provided to TJKM by the City of Pittsburg staff. There are two existing 1,200 square feet buildings on the project site, which will be removed and replaced by the proposed project. Proposed access to the site will be via two full access driveways on Buchanan Road.

1.2 Study Intersections

The TIA was conducted by evaluating the operations of the study intersections within the City of Pittsburg that the proposed project might potentially impact during the morning and evening commute periods, when traffic volumes on the surrounding streets are highest. TJKM evaluated traffic conditions at seven study intersections during the a.m. and p.m. peak hours on a typical weekday. The peak periods observed were between 7-9 a.m. and 4-6 p.m. The highest single one-hour period recorded for each peak period was used in the analysis. Study intersections were selected in consultation with the City of Pittsburg staff.

The following study intersections were analyzed (associated traffic controls in parentheses):

1. Loveridge Road and Buchanan Road (Signalized)
2. Woodborough Place and Buchanan Road (Un-Signalized)
3. Ventura Drive and Buchanan Road (Signalized)
4. Meadows Avenue and Buchanan Road (Signalized)
5. Somersville Road and Buchanan Road (Signalized)
6. Buchanan Road and Project Driveway 1 (Un-Signalized)
7. Buchanan Road and Project Driveway 2 (Un-Signalized)

Project impacts to pedestrian facilities, bicycle facilities, and transit service and facilities within the vicinity of project site were also addressed

1.3 Intersection Analysis Scenarios

The study intersections were evaluated during the a.m. and p.m. peak hours for the following scenarios:

Scenario 1: Existing Conditions – This scenario evaluates all the study intersections based on existing traffic volumes, lane geometry and traffic controls.

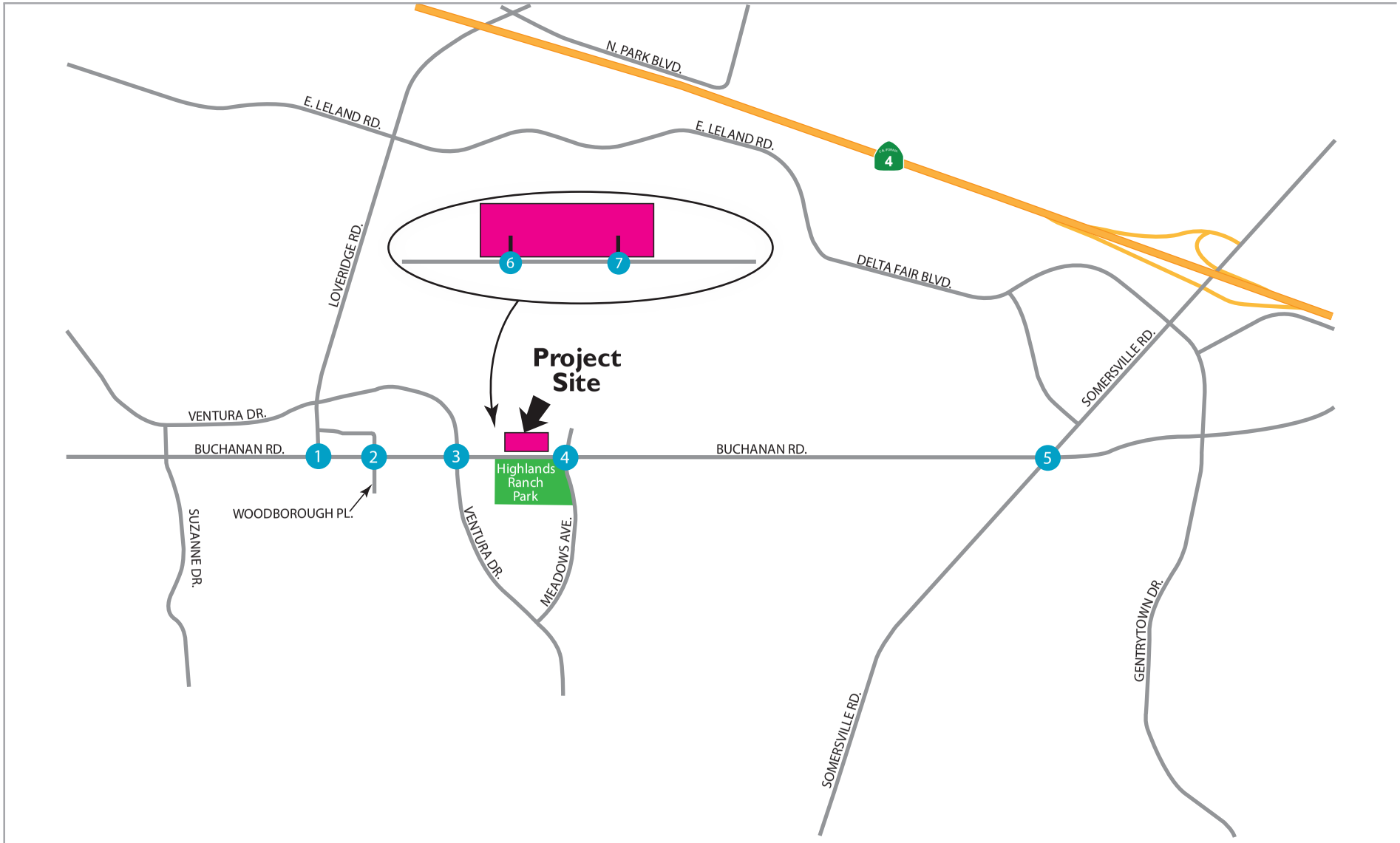
Scenario 2: Existing plus Project Conditions – This scenario is identical to Existing Conditions, but with the addition of traffic generated by the proposed project.

Scenario 3: Cumulative No Project Conditions – This scenario includes year 2035 cumulative volumes obtained from the Tuscany Meadows final Environmental Impact Report dated July 2015 prepared by Raney Planning and Management, Inc. This scenario assumes completion of the James Donlon Boulevard Extension also.

Scenario 4: Cumulative plus Project Conditions – This scenario is identical to Cumulative Conditions, but with the addition of traffic generated by the proposed project.

Figure 1 shows the location of the project site, the surrounding transportation network, and study intersections. **Figure 2** presents the proposed site plan.

Vicinity Map



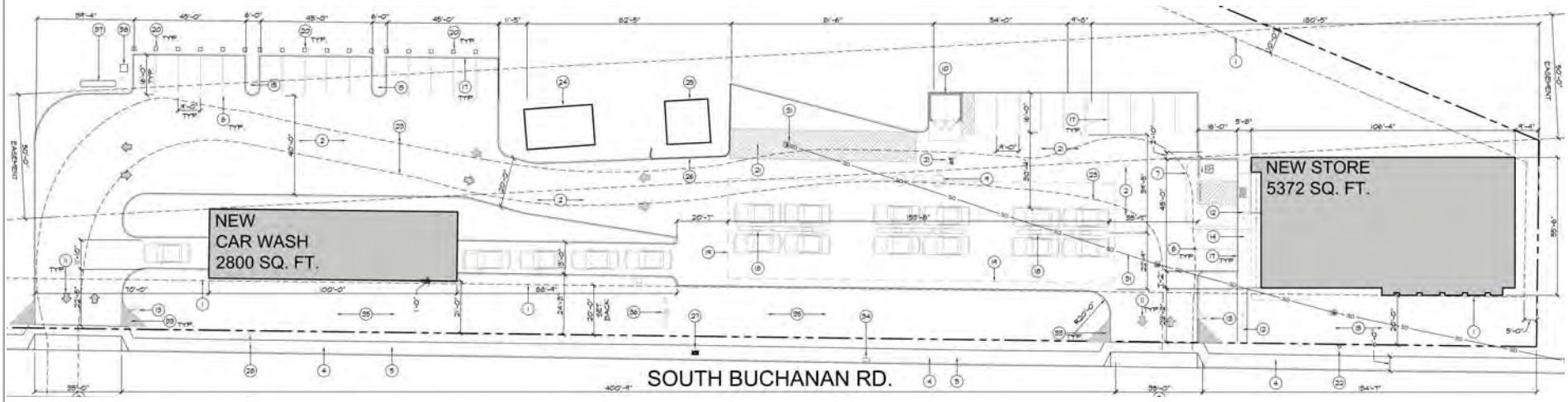
LEGEND

X Study Intersection

057-054 - T2

Figure 1

Project Site Plan



N

TJKM

057-054

Source: CVEAS

Figure 2

816

1.4 Study Methodology

Existing operational conditions at the seven study intersections were evaluated according to the requirements set forth by the Contra Costa County Transportation Authority (CCTA) using the methodology set forth in the Technical Procedures (dated January 16, 2013). Analysis of traffic operations was conducted using the 2010 *Highway Capacity Manual* (*HCM*) Level of Service (LOS) methodology with Synchro 9.0 software. Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and go traffic characterized by traffic jams.

As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience rapidly deteriorate as the capacity of the intersection or roadway segment is reached. Under such conditions, there is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E. Beyond LOS E, the intersection or roadway segment capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it.

It should be noted that the appendix includes a complete set of LOS calculations using the previous CCTA LOS methodology to allow a direct comparison of the results to the volume to capacity ratio (V/C) thresholds that are established in the City's General Plan. The General Plan specifies a goal of maintaining a volume to capacity ratio less than or equal to 0.85 (with 0.95 permissible at intersections along Kirker Pass Road). The CCTA LOS results are included in the technical appendix to allow verification that the conclusions do not change when CCTALOS methodology is used instead of the HCM methodology adopted by the CCTA in January of 2013.

Signalized Intersections Analysis

The HCM methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average control delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average control delay and LOS are presented for the intersection. **Table 1** summarizes the relationship between Level of Service (LOS), average control delay, and the volume to capacity ratio at signalized intersections.

Unsignalized Intersections Analysis

The average control delay and LOS operating conditions are calculated by approach (e.g. northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. In general, the operating conditions for unsignalized intersections are presented for the worst approach. **Table 2** summarizes the relationship between LOS and average control delay at unsignalized intersections.

Table 1: Level of Service for Signalized Intersections

Level of Service	Description	Average Delay (Sec/Veh)	Volume to Capacity Ratio
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤10	<0.60
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	>10 to 20	>0.61 to 0.70
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	>20 to 35	>0.71 to 0.80
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	>35 to 55	>0.81 to 0.90
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	>55 to 80	>0.91 to 1.00
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	>80	>1.00

Source: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011. *Technical Procedures Update,* Contra Costa Transportation Authority, January 16, 2013.

Table 2: Level of Service for Unsignalized Intersections

Level of Service	Description of Operations	Average Delay (seconds/vehicle)
A	No delay for stop-controlled approaches	0 to 10
B	Operations with minor delays	>10 to 15
C	Operations with moderate delays	>15 to 25
D	Operations with some delays	>25 to 35
E	Operations with high delays and long queues	>35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers	>50

Source: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011.

Traffic Signal Warrant Evaluation Methods

In order to determine whether traffic signals should be installed at currently unsignalized intersections, a supplemental traffic signal warrant analysis was also completed. The California Manual on Uniform Traffic Control Devices (CA-MUTCD), dated November 2014 was used for this analysis. The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the need for installation of a traffic signal at an unsignalized intersection location. The CA-MUTCD signal warrant criteria are based upon several factors including volume of vehicular and pedestrian traffic, frequency and type of collisions, etc. CA-MUTCD indicates that "the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal." This

TIS evaluated CA-MUTCD based Peak-Hour-Volume-based Warrant 3 (Urban Areas) and Warrant 7 (Crash Experience) as a representative types of warrant analysis.

1.5 Significant Impact Criteria/Level of Service Standards

Existing policies, laws and regulations that apply to the proposed project are summarized below.

Contra Costa Countywide Comprehensive Transportation Plan Update (2009) - The transportation policies that are currently applicable within Contra Costa County are based on the Contra Costa County Comprehensive Transportation Plan. This document identifies the criteria for analyzing transportation impacts and sets forth plans for future roadway improvements in the county.

East County Action Plan for Routes of Regional Significance (2009) – The Routes of Regional Significance system includes all portions of the Interstate and State highway systems, as well as major arterial roadways that serve the following function:

- The road connects two or more "regions" of the County
- The road crosses county boundaries
- The road carries a significant amount of through-traffic (a threshold might be specified by the Regional Committee)
- The road provides access to a regional highway or transit facility (e.g. a BART station or freeway interchange)

Buchannan Road has been designated as a Route of Regional Significance.

City of Pittsburg General Plan - The Transportation and Circulation Element included in the City of Pittsburg General Plan was prepared pursuant to Section 65302(b) of the California Government Code. The Transportation and Circulation Element addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The General Plan identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the City will have adequate capacity to serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the City.

Significance Criteria

The goal of the City of Pittsburg is to maintain a mid-Level of Service (LOS) D during the peak hours (volume to capacity ratio less than or equal to 0.85) with mid LOS E permissible at intersections along Kirker Pass Road, according to the General Plan. However, this analysis also includes the intersection of Somersville Road and Buchanan Road under the jurisdiction of the City of Antioch.

Table 3 summarizes the applicable LOS standards at each of the project study intersections.

Table 3: Intersection Level of Service Significance Criteria

#	Intersection	Control	CCTALOS Standards*		HCM Standards**		MTSO Standards***
			V/C Ratio	LOS	V/C Ratio	LOS	LOS
1	Loveridge Road and Buchanan Road	Signalized	<0.85	Mid D	<45 sec	Mid D	
2	Woodborough Place and Buchanan Road	Two-Way Stop	>0.90	D	>35 sec	D	
3	Ventura Drive and Buchanan Road	Signalized	<0.85	Mid D	<45 sec	Mid D	
4	Meadows Avenue and Buchanan Road	Signalized					Mid D
5	Somersville Road and Buchanan Road	Signalized	<0.85	Mid D	<45 sec	Mid D	

Notes:

* Previously adopted CCTA standards based on the CCTALOS Methodology.

** Currently adopted CCTA standards based on the 2010 Highway Capacity Manual Methodology.

*** MTSO standards based on the East County Action Plan for Routes of Regional Significance

Note that both the older CCTALOS, currently adopted HCM standards and MTSO Standards are provided in **Table 3**. This is because the CCTA Technical Procedures specify that the HCM methodology shall be used unless it is being compared to a standard that was established using the previously adopted methodology, in which the CCTALOS method may be used. As the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County, the Contra Costa Transportation Authority (the Authority) is responsible for preparing and adopting a Congestion Management Program (CMP). Consistent with the CMP legislation, the Authority has established a level-of-service standard of LOS E for all parts of the CMP network except those that were already operating at worse levels of service in 1991. Meadows Avenue and Buchanan Road (Intersection #4) under Traffic Management Program (TMP) and MTSO Level of Service Standards is designated as a TMP site as per East County Action Plan for Routes of Regional Significance.

Signalized Intersections Project-related operational impacts on the City of Pittsburg's signalized study intersections are considered significant, if project-related traffic causes the Level of Service (LOS) to deteriorate from Level of Service (LOS) mid D (V/C of 0.85) or better to high LOS D, LOS E, or F, or from LOS E to LOS F.

Unsignalized Intersections Project-related operational impacts on unsignalized intersections in Pittsburg are considered significant if project generated traffic causes the worst-case movement (or average of all movements for all-way stop-controlled intersections and roundabouts) to deteriorate from LOS D or better to LOS E or F.

CEQA Guidelines

According to CEQA guidelines, a project would have a significant impact if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit.
- Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards, and travel demand measures, or other standards established by a county congestion management agency for designated roadways.
- Result in inadequate emergency vehicle access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.
- Result in a projected future over-capacity freeway condition where current long-range planning studies show an under-capacity condition.
- Result in an internal circulation system design that does not meet City standards.

2.0 EXISTING CONDITIONS

This section describes existing conditions in the immediate project site vicinity, including roadway facilities, bicycle and pedestrian facilities, and available transit service. In addition, existing traffic volumes and operations are presented for all the study intersections, including the results of LOS calculations.

2.1 EXISTING SETTING AND ROADWAY SYSTEM

Routes of Regional Significance – Routes of Regional Significance (RRS) are major roadway and freeway corridors that serve regional traffic. These are identified in Action Plans adopted by the Contra Costa Transportation Authority under the countywide Measure J program. State Route 4, Kirker Pass Road, Railroad Avenue, E. Leland Road, Delta Fair Boulevard, Buchanan Road, Somersville Boulevard, Auto Center Drive, James Donlon Boulevard, Lone Tree Way, and Ygnacio Valley Road are all identified as Routes of Regional Significance (RRS) in the East County Action Plan.

As discussed previously, the project location and the surrounding roadway network are illustrated in **Figure 1**. The following is a more detailed description of the Routes of Regional Significance within the project vicinity.

State Route 4 (SR 4)/SR Bypass is the primary east-west corridor in Contra Costa County. It connects Interstate 80 in the city of Hercules to the west with SR 160 and the cities of Oakley and Brentwood to the east. SR 4 is currently a two-lane roadway through Brentwood and is a divided freeway from Interstate 680 east through Concord, Pittsburg, and Antioch. It should be noted that the State Route 4 Bypass has been completed in Antioch and Brentwood providing an alternative to SR 4 in these cities. Interchanges along SR 4 within the study area include Railroad Avenue, Loveridge Road, and Somersville Road.

Kirker Pass Road/Ygnacio Valley Road is a north-south roadway that runs between Buchanan Road in Pittsburg and Clayton Road in Concord. In the Pittsburg 2020 General Plan, Kirker Pass Road is identified as a major arterial. It has four lanes with a 55 mph speed limit and is divided by medians and barriers along most of its length. In the City of Concord, it transitions into a six-lane roadway with a 45 mph speed limit and turns into Ygnacio Valley Road at Clayton Road.

Buchanan Road is an east-west roadway that runs between Contra Loma Boulevard and Railroad Avenue. Within the project vicinity, Buchanan Road has two lanes with a center turning lane with additional capacity at intersections to accommodate high volumes of turning vehicles. Class II bike lanes and sidewalks are present along both sides of Buchanan Road. In the City of Pittsburg 2020 General Plan, Buchanan Road is identified as a major arterial. The posted speed limit of 35 to 45 mph within the project vicinity. This roadway provides access to residential and commercial/retail areas. Buchanan Road is directly accessible to the project site. As per the Draft final *East County Action Plan for Routes of Regional Significance dated March 2014*, Buchanan Road will no longer be designated as a Route of Regional Significance once the James Donlon Boulevard extension is constructed.

Railroad Avenue is a north-south roadway with a 20 to 35 mph speed limit that starts at 3rd Street and ends at Buchanan Road where it turns into Kirker Pass Road. Railroad Avenue has two lanes north of W.

10th Street and becomes a four-lane major arterial south of W. 10th St, as identified in the Pittsburg 2020 General Plan.

Somersville Road is a north-south roadway that runs from Century Boulevard to Oil Canyon Road. In Pittsburg 2020 General Plan, Somersville Road is identified as a major arterial from Century Boulevard to James Donlon Boulevard, with four lanes and this roadway has two lanes from James Donlon Boulevard to Contra Costa Canal. This two-lane section is planned to be expanded to four lanes in future. South of James Donlon Boulevard, Somersville Road provides access to the Black Diamond Mines Regional Park. This roadway is located entirely outside the Pittsburg City Limits. Sidewalks are provided on both the sides of roadway where land uses have been developed adjacent to the roadway. It has posted speed limit of 35 to 45 mph within the vicinity of project site. This roadway provides access to residential and commercial/retail areas. Somersville Road is accessible to the project site via Buchanan Road.

Local Roadways – There are also a number of local roadways that were included in the analysis including the following:

James Donlon Boulevard is an east-west roadway with a 40 mph speed limit that begins west of Somersville Road and ends at Lone Tree Way. This roadway is a four-lane arterial divided by raised medians. It is currently planned to be extended west to Kirker Pass Road under cumulative build-out conditions.

Loveridge Road is a north-south roadway that runs between Pittsburg Waterfront Road and Buchanan Road. Within the vicinity of project site, Loveridge Road is a four lane major arterial roadway with raised medians, bike lanes, and sidewalks on both the sides of roadway. The posted speed limit is 35 mph within the project vicinity. This roadway provides access to residential and commercial/retail areas. Loveridge Road is accessible to the project site via Buchanan Road.

Ventura Drive is a two-lane north-south roadway that runs between Harbor Street and Canyon Oaks Circle. Within the vicinity of project site, Ventura Drive has two lanes with one travel lane in each direction. Sidewalks are provided on both sides of the roadway. The posted speed limit is 25 mph within the project vicinity. This roadway provides access to residential areas. Ventura Drive is accessible to the project site via Buchanan Road.

Meadows Avenue is a two-lane north-south residential roadway that runs between Heatherwood Drive and Ventura Drive. Within the vicinity of project site, Meadows Avenue has two lanes with one travel lane in each direction. Sidewalks are provided along both sides of the roadway. The posted speed limit is 25 mph within the project vicinity. This roadway provides access to residential areas. Meadows Avenue is accessible to the project site via Buchanan Road.

Woodborough Place is a two-lane residential roadway and has a posted speed limit of 25 mph. Sidewalks are provided on both sides of the roadway. This roadway provides access to residential areas. Woodborough Place is accessible to the project site via Buchanan Road.

2.2 Existing Pedestrian Facilities

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities and services.

Pedestrian facilities consist of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities.

Within the vicinity of the project site, most of the intersections are signalized and equipped with countdown pedestrian signal heads. Sidewalks are provided along most of the roadways, where land uses have been developed adjacent to the roadway. Sidewalks and crosswalks are found along virtually all previously-described local roadways in the study area. All the existing sidewalks are approximately 5 to 10 feet wide varying within the vicinity of project site. Sidewalks are proposed on the east side of Buchanan Road along the project frontage.

There are two bus stops within 500 feet walking distance of the project site. There is one transit stop located east of the intersection of Buchanan Road and Meadows Avenue and another transit stop located west of the intersection of Buchanan Road and Ventura Drive. All the bus stops are located on Buchanan Road. All the bus stops are accessible to and from the project site via existing sidewalks and crosswalks along Buchanan Road.

The existing pedestrian facilities in the study area are shown in **Figure 3.**

2.3 Existing Bicycle Facilities

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following three classes:

Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.

Class II – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.

Class III – Provides a route designated by signs or pavement markings and shared with pedestrians and motorists.

As per City of Pittsburg General Plan, the existing bicycle facilities in the vicinity of the project area are described below:

- Delta De Anza multi-use trail (i.e. Class I trails) run within the City of Pittsburg.
- Buchanan Road - Existing Class II bike lanes that run from Somersville Road to Rail Road Avenue along both the sides of roadway.

- Somersville Road - Existing Class II bike lanes that run from Creek Side Drive to James Donlon Boulevard along both the sides of roadway.
- Loveridge Road - Existing Class II bike lanes that run from E. Leland Road to Buchanan Road and along both the sides of roadway.

As per Pittsburg General Plan, the proposed bicycle network in the city of Pittsburg:

- Multi-use trails (i.e. Class I trails) are proposed parallel to Ventura Drive within the City of Pittsburg.
- Multi-use trails (i.e. Class I trails) are proposed parallel to Buchanan Road within the City of Pittsburg.
- Class II bicycle lanes are proposed on Somersville Road between Buchanan Road to Creekside Drive.

The Bicycle facilities in the study area are shown in **Figure 4.**

2.4 Existing Transit Facilities

Three major public mass transit operators provide service within the City of Pittsburg. These include BART, the Eastern Contra Costa Transit Authority (or Tri Delta Transit), and the County Connection. These operators are described below.

Bay Area Rapid Transit (BART) – BART is a rapid mass transit system which provides regional transportation connections to much of the Bay Area. It runs from the North Bay Area in Richmond to the South Bay Area in Fremont. In the east-west direction, it runs from Pittsburg to the San Francisco Airport and Millbrae with several connections in Oakland. The Pittsburg/Bay Point BART station serves Pittsburg, Bay Point, Antioch, and all other surrounding cities and runs from 4:00 a.m. to 12:00 a.m. daily, with a weekday frequency of 15 minutes. A future E-BART extension to Hillcrest Avenue in Antioch is currently under construction. This service will connect with BART at the Bay Point BART station.

Tri Delta Transit - Tri Delta Transit serves the East County including Brentwood, Oakley, Pittsburg, Antioch, Bay Point and distinct areas of East County. Tri Delta Transit operates 14 local bus routes from Monday to Friday, including three express services, and three local bus routes during weekends and Holidays. The Tri Delta Transit runs within the vicinity of project area are Route #380, Route #390, and Route #393. Route #390 has bus stops along Buchanan Road, approximately 500 feet from the project site.

County Connection Transit – The County Connection currently operates a total of 31 fixed route bus routes on weekdays throughout Central Contra Costa County with limited service to the East County area. The route that serves the East County area is Route #93X. This is an express route that runs from the Hillcrest Park 'N' Ride in Antioch, along Kirker Pass Road, along Ygnacio Valley Road, and ends at the Walnut Creek BART station. This route has a frequency of 30 minutes and runs from 4:35 a.m. to 7:45 p.m. during the weekdays. Currently, the bus stop for Route #93X on Buchanan Road within the vicinity of project site is approximately 500 feet from the site.

The existing transit facilities are shown in **Figure 5,** and **Table 4** describes the services**,** and frequency of the transit services during the week and weekend.

Table 4: Existing Transit Services

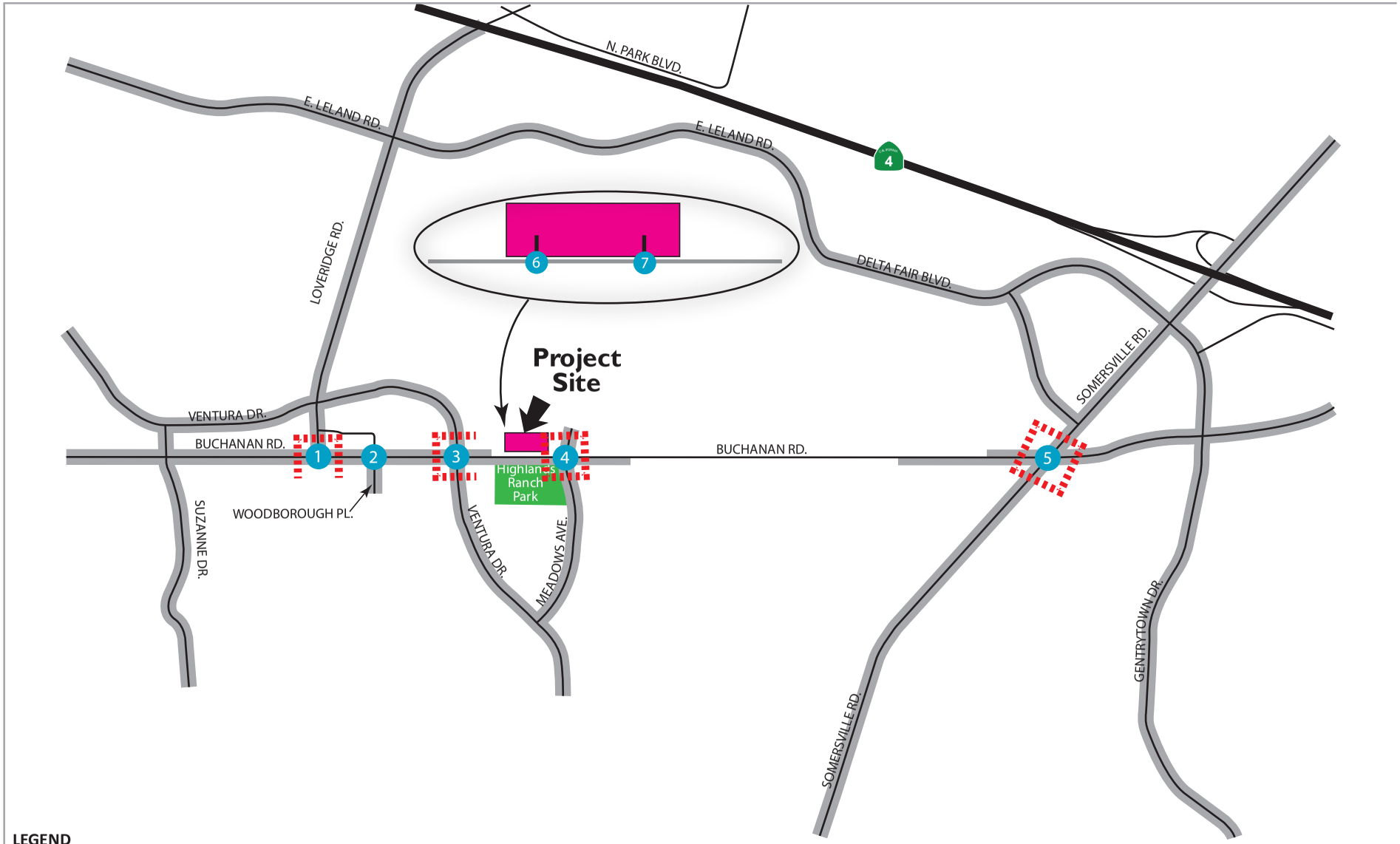
Route #	From	To	Weekdays		Weekend	
			Operating Hours[1]	Headway (minutes)[2]	Operating Hours[1]	Headway (minutes)[2]
380	Pittsburg/Bay Point BART	Tri Delta Transit	3:05 a.m. – 11:35 p.m.	30-60	…	…
390	Pittsburg/Bay Point BART	Hillcrest Park and Ride	3:50 a.m. – 8:30 p.m.	25 - 60	…	…
393	Mariners Cove/Pacifica	Brentwood Park and Ride			5:20 a.m. - 1:40 a.m.	60
93X	BART Walnut Creek	Hillcrest Park and Ride	4:35 a.m. – 8:25 a.m.	30	…	…
	Hillcrest Park and Ride	BART Walnut Creek	3:05 p.m. – 7:45 p.m.	60	…	…

Source: www.trideltatransit.com

[1]. Operating hours rounded to the nearest 5-minute interval.

[2]. Headways are defined as the time interval between two transit vehicles travelling in the same direction over the same route.

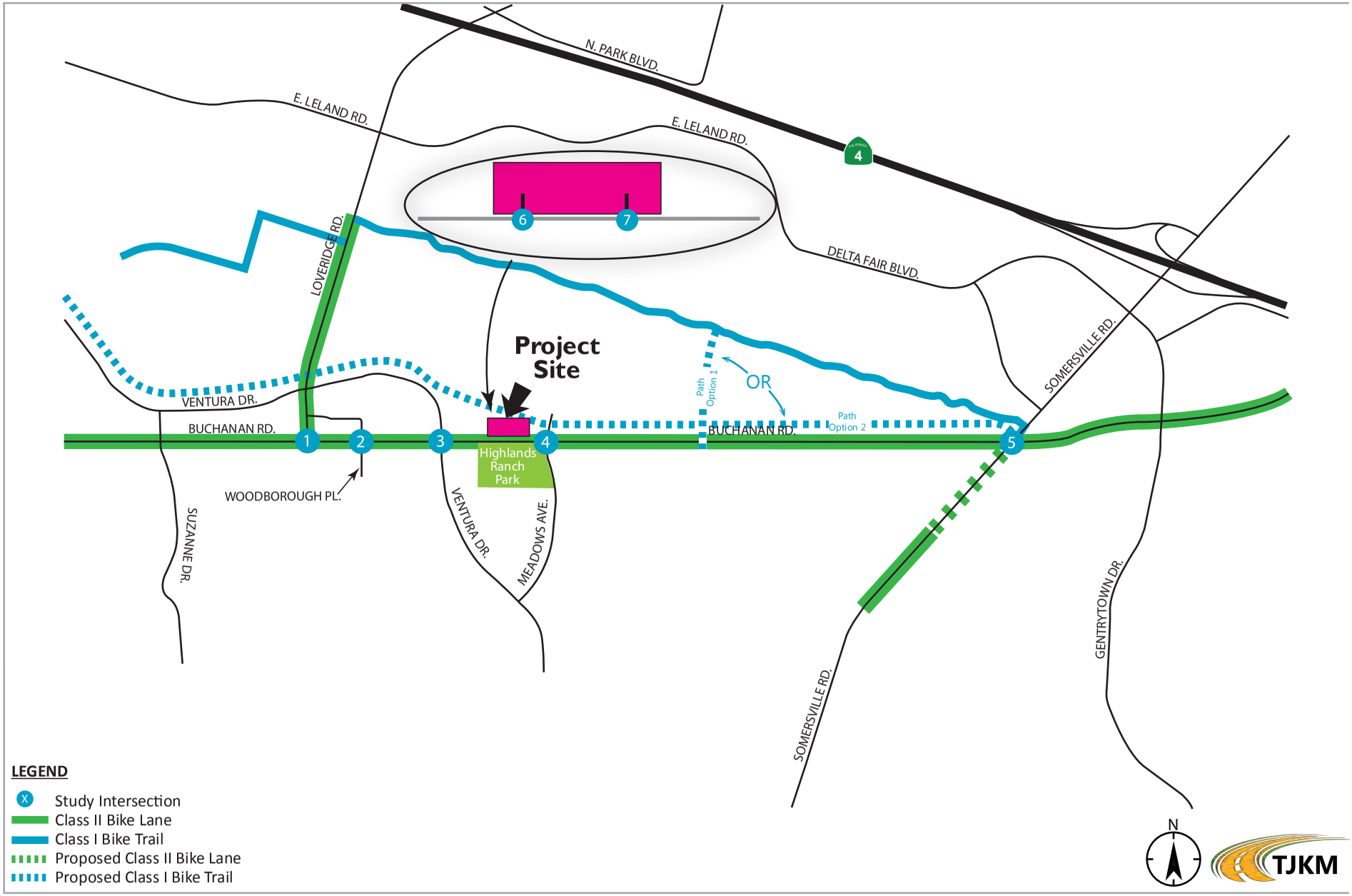
Existing Pedestrian Facilities



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Figure 3

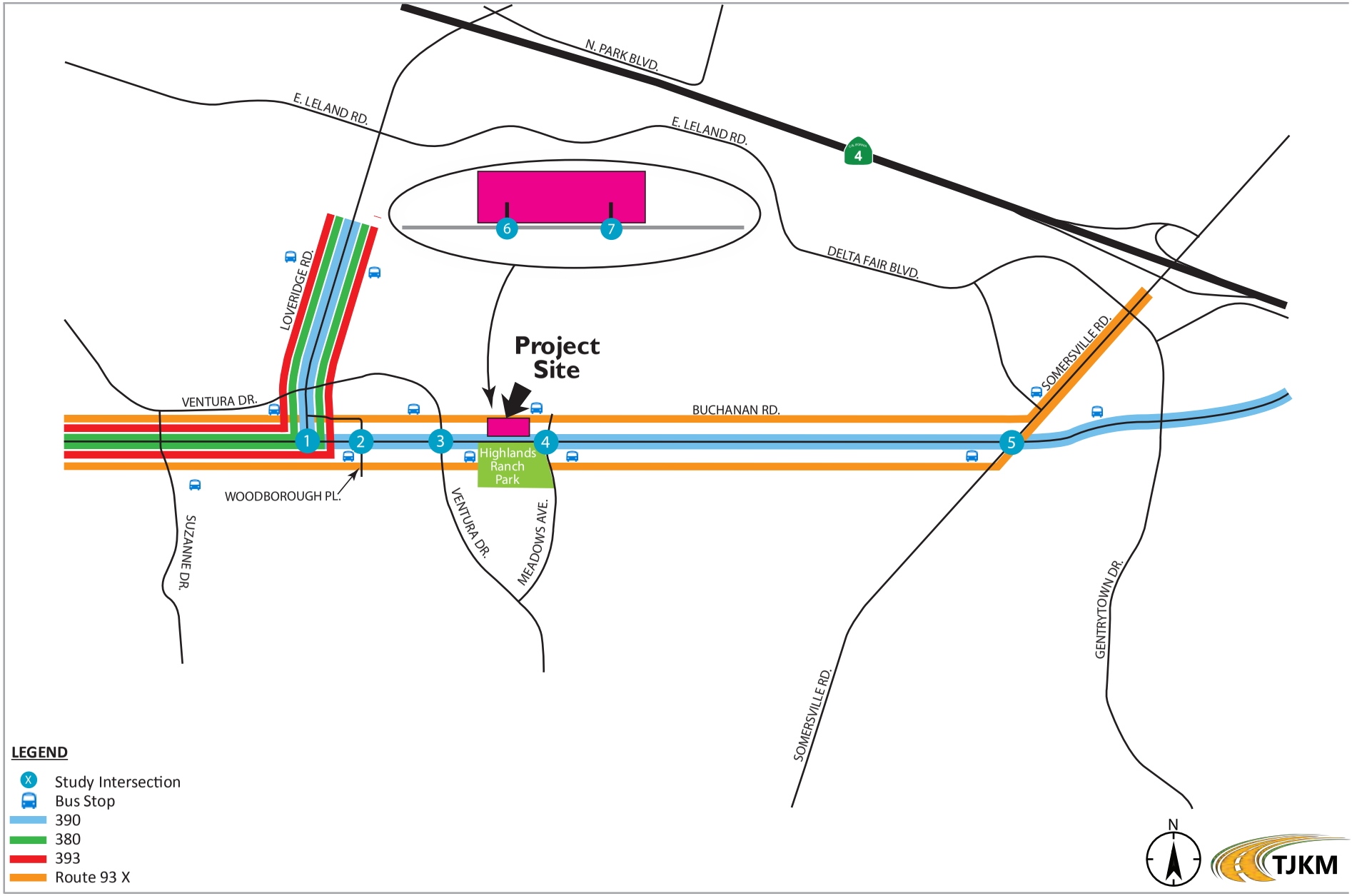
Bicycle Facilities



057-054 - T2

Figure 4

Existing Transit Facilities



057-054 - T2

Figure 5

2.5 Existing Intersection Volumes and Lane Configurations

The existing operations of the study intersections were evaluated for the highest one-hour volume during the weekday morning and evening peak periods. Turning movement counts for vehicles, bicycles, and pedestrians were collected during weekday a.m. and p.m. peak periods at the study intersections on Tuesday, November 15th, 2016. **Appendix A** includes all the data sheets for the collected vehicle, bicycle and pedestrian counts. **Figure 6** illustrates the existing lane geometry and traffic control at the study intersections. **Figure 7** illustrates the existing conditions peak hour traffic volumes at the study intersections.

2.6 Intersection Level of Service Analysis – Existing Conditions

Existing intersection lane configurations and peak hour turning movement volumes were used to calculate the levels of service for the study intersections during each peak hour. The City of Pittsburg provided signal timings for the study intersections. The peak hour factor based on the counts was used for all study intersections for the existing conditions analysis.

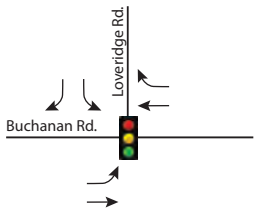
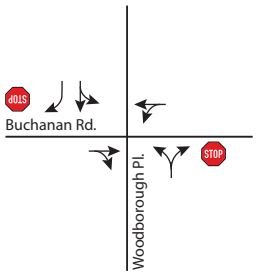
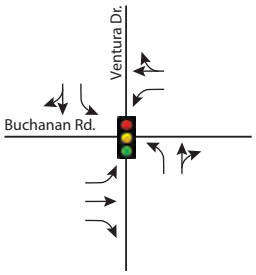
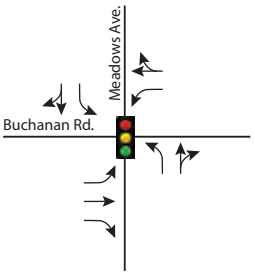
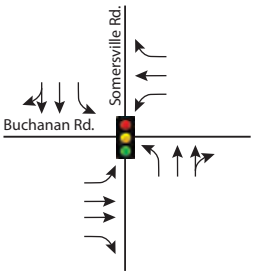
The study intersections were analyzed using the 2010 Highway Capacity Manual (HCM 2010) methodology by using Synchro 9.0 software program. The results of the Level of Service (LOS) analysis using the Synchro 9.0 software program for Existing Conditions are summarized in **Table 5**. **Appendix B** contains the corresponding calculation sheets. Under this scenario, all the intersections operate within City of Pittsburg standards mid- Level of Service (LOS) D or better during the a.m. and p.m. peak hour except the unsignalized intersection of Woodborough Place and Buchanan Road (Intersection 2) operates at LOS F during the p.m. peak hour.

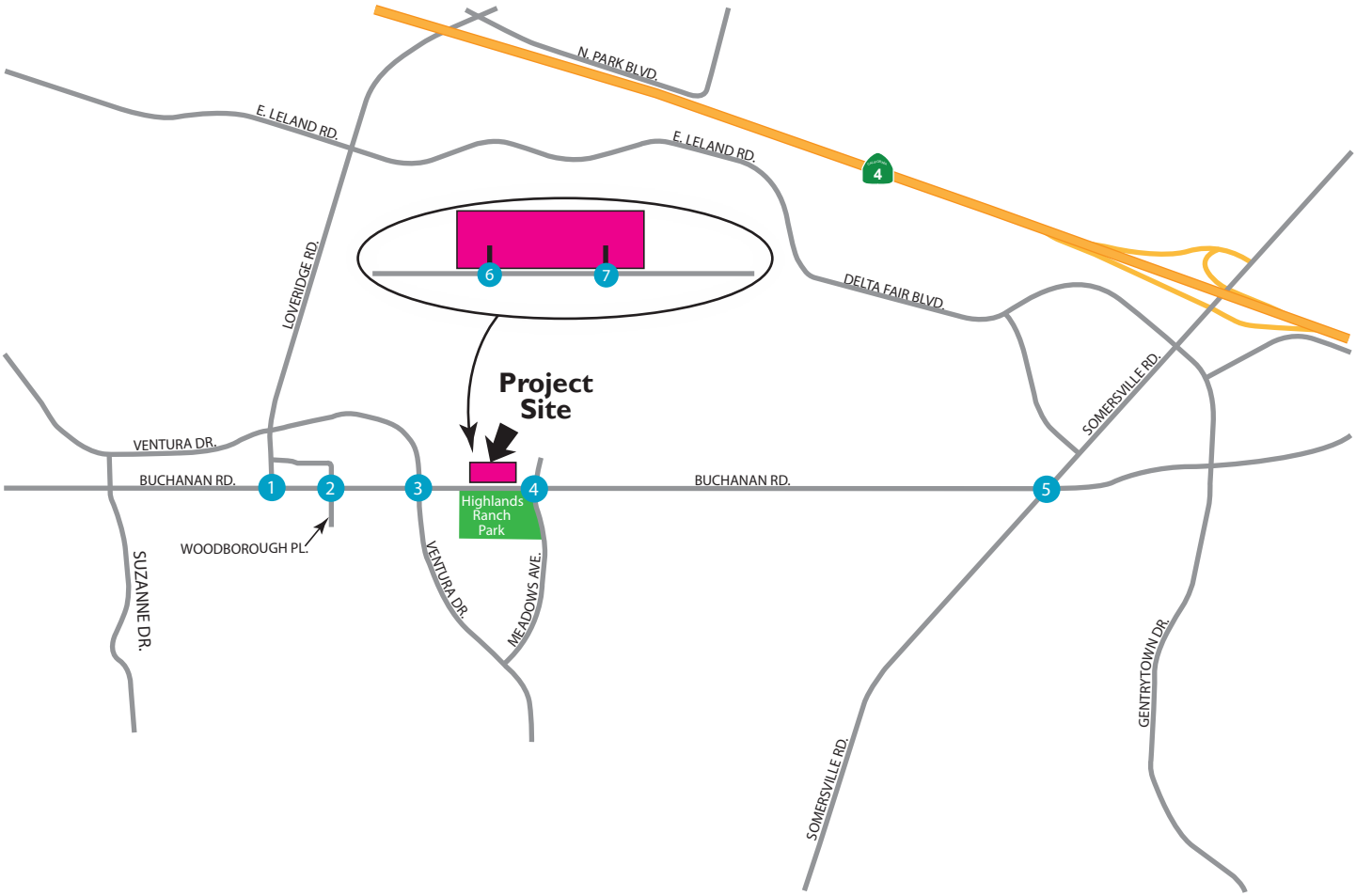
Table 5: Intersection Level of Service Analysis – Existing Conditions

#	Intersection	Control	Peak Hour[1]	Existing Conditions	
				Average Delay[2]	LOS[3]
1	Loveridge Road and Buchanan Road	Signalized	AM	29.9	C
			PM	18.5	B
2	Woodborough Place and Buchanan Road	Two-Way Stop	AM	34.7	D
			PM	**80.3**	**F**
3	Ventura Drive and Buchanan Road	Signalized	AM	11.8	B
			PM	13.4	B
4	Meadows Avenue and Buchanan Road	Signalized	AM	11.3	B
			PM	16.1	B
5	Somersville Road and Buchanan Road	Signalized	AM	39.2	D
			PM	32.1	C

Notes:
[1] AM – morning peak hour (between 7 and 9 a.m.), PM – evening peak hour (between 4 and 6 p.m.)
[2] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
[3] LOS – Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package, which applies the methodology described in the HCM 2010.
Bold text indicates intersection operates at a deficient Level of Service.

Existing Lane Geometry and Traffic Controls

Intersection #1 Loveridge Rd./ Buchanan Rd	Intersection #2 Woodborough Pl./ Buchanan Rd.	Intersection #3 Ventura Dr./ Buchanan Rd.	Intersection #4 Meadows Ave./ Buchanan Rd.	Intersection #5 Somersville Rd./ Buchanan Rd.
				



LEGEND

- X Study Intersection
- Traffic Signal
- STOP Stop Sign

N

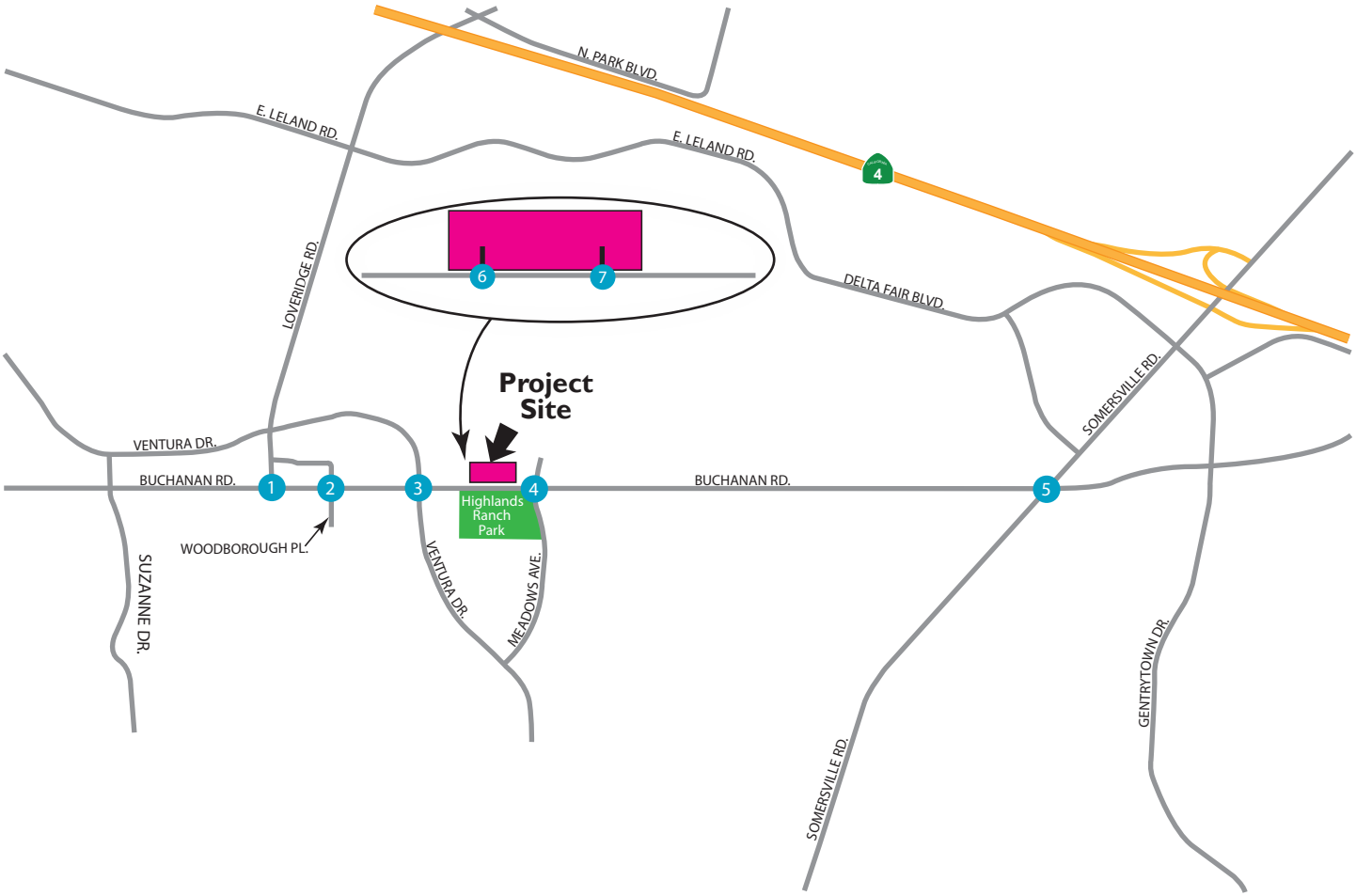
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Figure 6

Existing Conditions Peak Hour Traffic Volumes

Intersection #1 Loveridge Rd./ Buchanan Rd.	Intersection #2 Woodborough Pl./ Buchanan Rd.	Intersection #3 Ventura Dr./ Buchanan Rd.	Intersection #4 Meadows Ave./ Buchanan Rd.	Intersection #5 Somersville Rd./ Buchanan Rd.
285 (307) 160 (235) Loveridge Rd. 194 (183) 587 (359) Buchanan Rd. 287 (186) 399 (773)	3 (8) 4 (23) 803 (538) 1 (2) Buchanan Rd. 511 (994) 8 (11) Woodborough Pl. 13 (6) 4 (2)	9 (24) 4 (37) 12 (43) Ventura Dr. 7 (19) 697 (441) 22 (27) Buchanan Rd. 8 (12) 436 (890) 82 (134) 103 (84) 47 (13) 38 (40)	20 (34) 3 (2) 22 (34) Meadows Ave. 21 (29) 650 (404) 29 (61) Buchanan Rd. 15 (31) 441 (901) 47 (47) 46 (35) 1 (0) 52 (43)	164 (263) 155 (436) 49 (145) Somersville Rd. 118 (86) 257 (144) 28 (30) Buchanan Rd. 241 (311) 148 (318) 178 (424) 321 (168) 398 (215) 11 (12)



LEGEND

X Study Intersection
XX AM Peak Hour Volumes
(XX) PM Peak Hour Volumes

N

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Figure 7

3.0 EXISTING PLUS PROJECT CONDITIONS

The impacts of the proposed project on the transportation system are discussed in this chapter. First, the method used to estimate the amount of traffic generated by the project is described. Then, the results of the level of service calculations for Existing plus Project Conditions are presented. (Existing plus Project Conditions is defined as Existing Conditions plus traffic generated by the proposed project). A comparison of intersections under Existing plus Project Conditions and Existing Conditions is presented and the impacts of the project on the study intersections are discussed.

The amount of traffic added to the roadway system by the proposed development is estimated using a three-step process.

- Trip Generation – Estimates the amount of traffic added to the roadway network,
- Trip Distribution – Estimates the direction of travel to and from the project site,
- Trip Assignment – The new trips are assigned to specific street segments and intersection turning movements.

3.1 Project Trip Generation

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the Institute of Transportation Engineers (ITE) publication Trip Generation (9th Edition).TJKM used trip rates for the ITE land use Gasoline/Service Station with Convenience Market and Car Wash (ITE Code 946) for this project. For purposes of forecasting net peak hour trips, TJKM applied 40 percent pass-by trip reduction for conservative analysis, as the type of restaurant that will be in the convenience store is not known at this time.

Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass by trips account for trips that are already on the roadway but will stop/divert to the new development on their way to their final destinations. Pass by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass by trips are not diverted from another roadway.

Table 6 shows the trip generation expected to be generated by the proposed project. The proposed project is expected to generate 1,834 daily vehicular trips in which 84 vehicle trips (43 inbound and 42 outbound) are generated during the a.m. peak hour and 101 vehicle trips (51 inbound and 50 outbound) are generated during the p.m. peak hour.

3.2 Project Trip Distribution and Assignment

Trip distribution is a process that determines in what proportion vehicles would be expected to travel between the project site and various destinations outside the project study area. Assignment determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution. Trip distribution assumptions for the proposed project were developed based on the existing travel patterns, knowledge of the study area and consultation with the City of Pittsburg staff. The trip distribution patterns are shown on **Figure 8**.

Table 6: Proposed Project Trip Generation

Land Use (ITE Code)	Size	Unit	Daily		A.M. Peak Hour					P.M. Peak Hour				
			Rate	Trips	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Gasoline/Service Station with Convenience Market and Carwash (946)	12	FP	152.84	1,834	11.84	51:49	72	70	142	13.86	51:49	85	82	167
Pass-by Trip Discount for Gasoline/Service Station with Convenience Market[1]					-40%		-29	-28	-57	-40%		-34	-32	-66
Net Trips				**1,834**			**43**	**42**	**85**			**51**	**50**	**101**

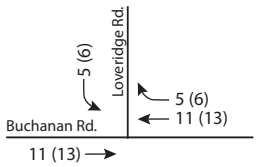
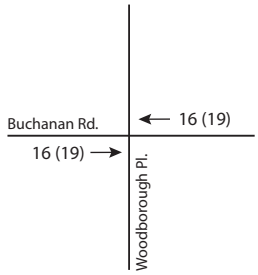
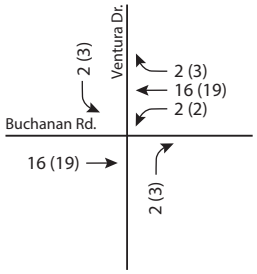
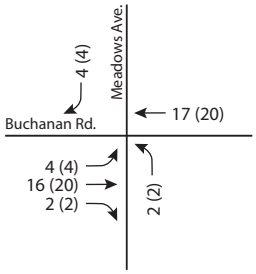
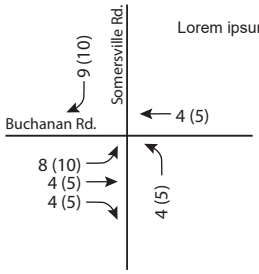
Notes: Source - Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012;
[1]For a conservative approach 40 percent Pass-by trip discount is applied

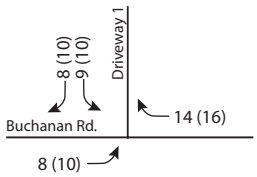
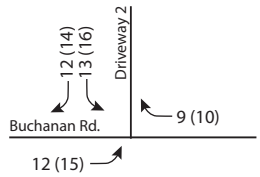
The distribution assumptions are as follows:

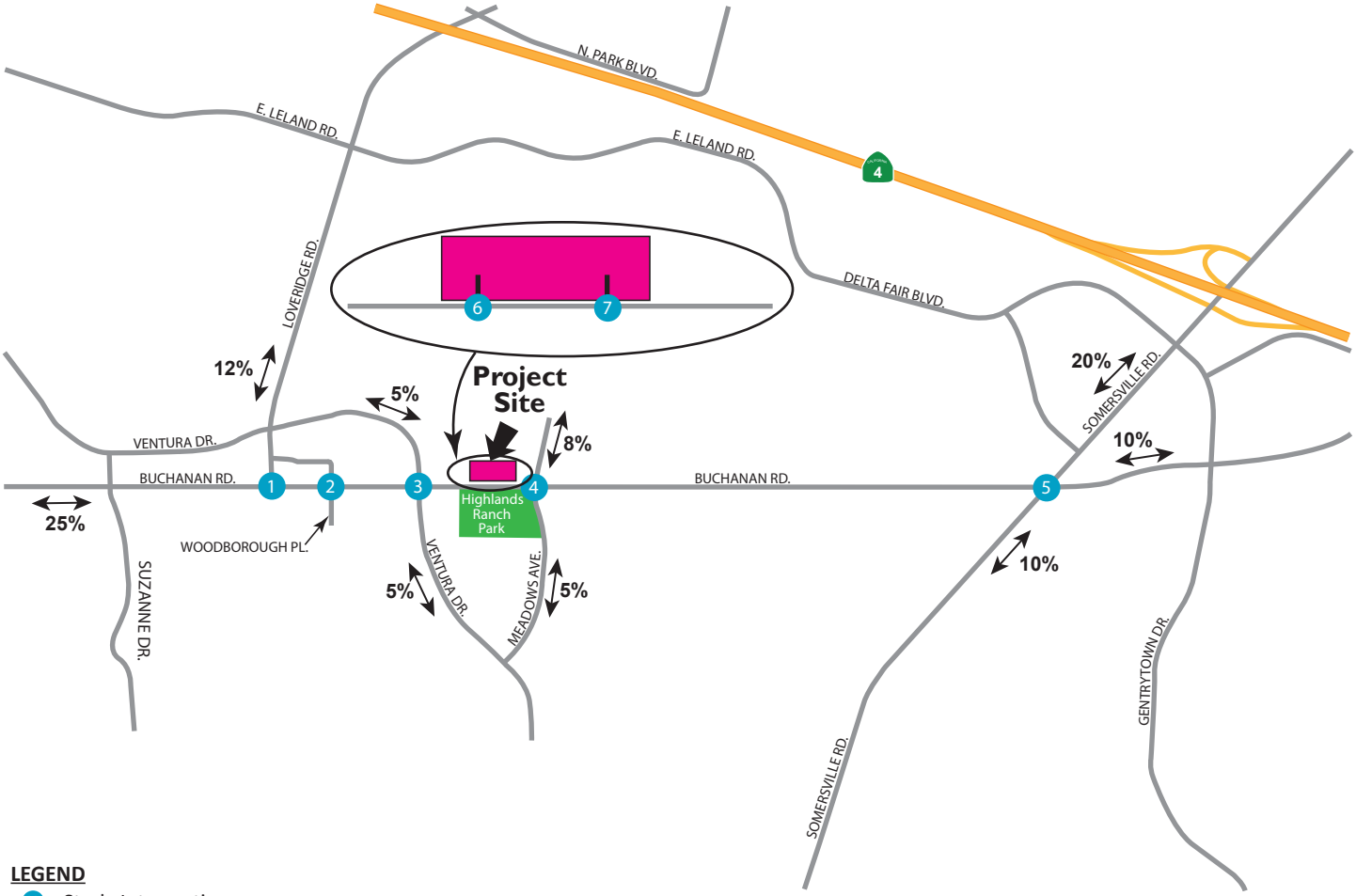
- 5 percent to/from Ventura Drive north of Buchanan Road
- 5 percent to/from Ventura Drive south of Buchanan Road
- 5 percent to/from Meadows Avenue south of Buchanan Road
- 8 percent to/from Meadows Avenue north of Buchanan Road
- 10 percent to/from Somersville Road south of Buchanan Road
- 10 percent to/from east of Buchanan Road
- 12 percent to/from Loveridge Road north of Buchanan Road
- 20 percent to/from Somersville Road north of Buchanan Road
- 25 percent to/from west of Buchanan Road

Project trips were assigned to the roadway network based on the trip distribution patterns discussed above. **Figure 8** illustrates the a.m. and p.m. peak hour project trips assigned to each turning movement at the study intersections. The assigned project trips were then added to traffic volumes under Existing Conditions to generate Existing plus project Conditions traffic volumes.

Project Trip Distribution and Assignment

Intersection #1 Loveridge Rd./ Buchanan Rd	Intersection #2 Woodborough Pl./ Buchanan Rd.	Intersection #3 Ventura Dr./ Buchanan Rd.	Intersection #4 Meadows Ave./ Buchanan Rd.	Intersection #5 Somersville Rd./ Buchanan Rd.
				

Intersection #6 Buchanan Rd./ Driveway 1	Intersection #7 Buchanan Rd./ Driveway 2
	



LEGEND

- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- **XX%** Trip Distribution

N

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Figure 8

3.3 Intersection Level of Service Analysis – Existing Plus Project Conditions

Intersection levels of service were calculated with the new traffic added by the proposed project to existing volumes to evaluate the operating conditions of the intersections and identify potential impacts to the roadway system. The results of the intersection level of service calculations for Existing plus Project Conditions are presented in **Table 7**. **Appendix C** contains the corresponding calculation sheets. The results for Existing Conditions are included for comparison purpose, along with the projected increases in delay. The changes in delay between Existing and Existing plus Project Conditions are used to identify significant impacts. **Figure 9** shows projected turning movement volumes at the study intersections for Existing plus Project Conditions.

Under this scenario, all the intersections operate within City of Pittsburg standards or better during the both a.m. and p.m. peak hours except the unsignalized intersection of Woodborough Place and Buchanan Road (Intersection 2) which operates at LOS E during a.m. peak hour and LOS F during p.m. peak hour.

Table 7: Intersection Level of Service Analysis – Existing plus Project Conditions

#	Intersection	Control	Peak Hour[1]	Existing Conditions		Existing with Project Conditions		Change in Delay[4] (Sec)
				Delay[2]	LOS[3]	Delay[2]	LOS[3]	
1	Loveridge Road and Buchanan Road	Signalized	AM	29.9	C	30.4	C	0.50
			PM	18.5	B	18.9	B	0.40
2	Woodborough Place and Buchanan Road	Two-Way Stop	AM	34.7	D	**36.5**	**E**	1.80
			PM	**80.3**	**F**	**87.7**	**F**	7.40
3	Ventura Drive and Buchanan Road	Signalized	AM	11.8	B	12.0	B	0.20
			PM	13.4	B	13.7	B	0.30
4	Meadows Avenue and Buchanan Road	Signalized	AM	11.3	B	11.6	B	0.30
			PM	16.1	B	17.0	B	0.90
5	Somersville Road and Buchanan Road	Signalized	AM	39.2	D	41.3	D	2.10
			PM	32.1	C	33.4	C	1.30
6	Buchanan Road and Project Driveway 1	One-Way Stop	AM	N/A	N/A	22.7	C	...
			PM			27.7	D	...
7	Buchanan Road and Project Driveway 2	One-Way Stop	AM	N/A	N/A	23.3	C	...
			PM			30.9	D	...

Notes:
[1] AM – morning peak hour (between 7 and 9 a.m.), PM – evening peak hour (between 4 and 6 p.m.)
[2] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
[3] LOS – Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package, which applies the methodology described in the HCM 2010.
[4] Change in delay between Existing and Existing plus Project Conditions.
Bold text indicates intersection operates at a deficient Level of Service.

The peak-hour signal warrant from the *Manual of Uniform Traffic Control Devices* (CA MUTCD) was evaluated for the unsignalized intersection Woodborough Place and Buchanan Road (Intersection 2), which operates at unacceptable LOS under Existing and Existing plus Project Conditions to determine if a traffic signal is warranted. The unsignalized intersection does not meet CA MUTCD peak hour signal warrant in either the a.m. or p.m. peak hours under Existing and Existing plus Project Conditions. MUTCD peak hour signal warrants sheets for Existing and Existing plus Project Conditions are contained in

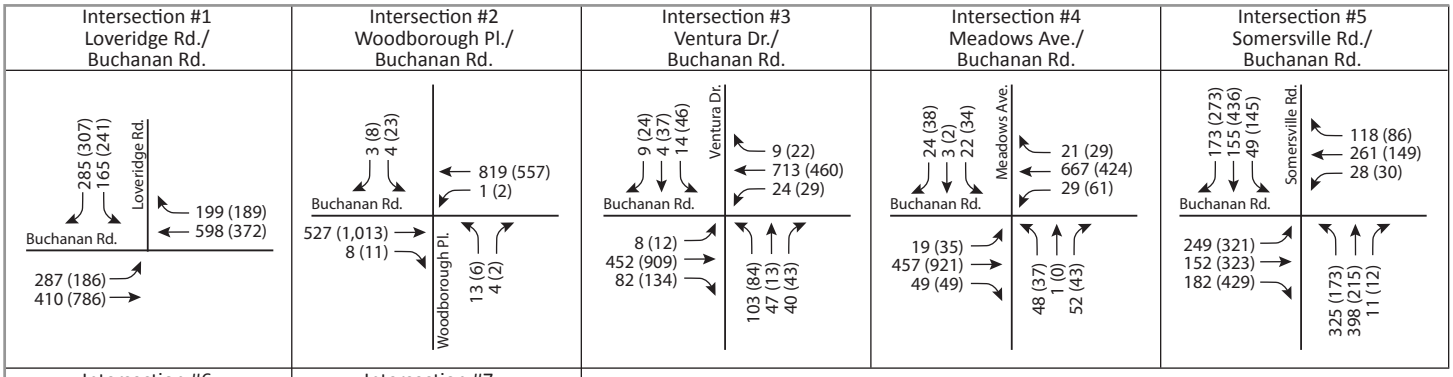
Appendix C. It should be noted that for the unsignalized intersection of Woodborough Place and Buchanan Road (Intersection 2), the major street (Buchanan Road) volumes are very high on both approaches, so on the minor street (Woodborough Place) there are insufficient gaps. In particular, the left turn movement experience long wait times at this intersection. Hence, the minor street approaches experience higher delays. Thus, the LOS F operations only apply to the Woodborough Place southbound approach, which has very low volumes in both a.m. and p.m. peak hours.

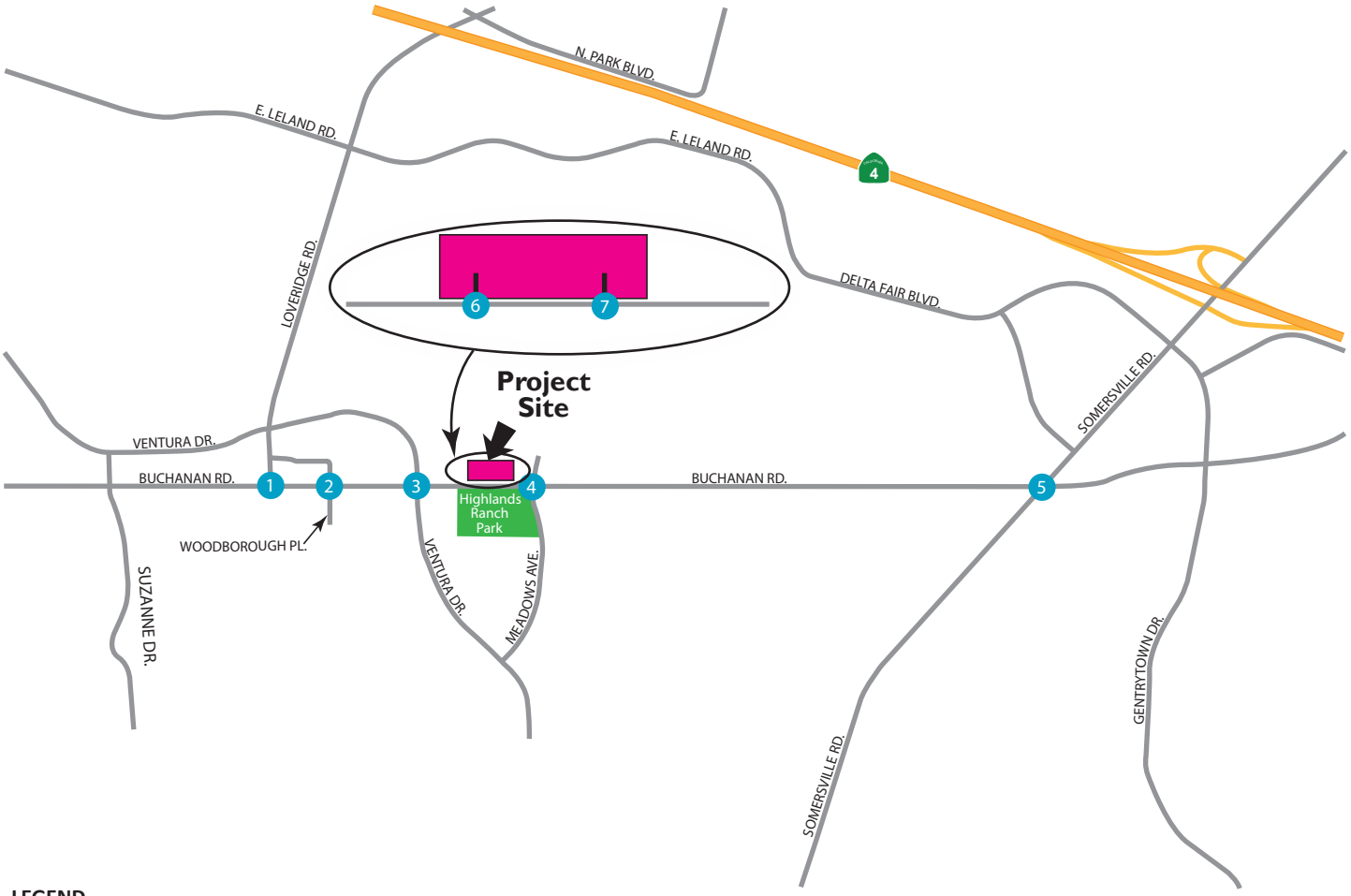
The reported vehicle, bicycle, and pedestrian collisions at the unsignalized intersection of Woodborough Place and Buchanan Road (Intersection 2) were obtained from the City of Pittsburg staff. There have been two collisions for the two year period from January 1st, 2014 to December 31st, 2015 with one being broadside and other one rear end collision. MUTCD Warrant 7, Crash Experience requires five or more reported crashes, of types susceptible to correction by a traffic control signal, to have occurred within a 12-month period, for this warrant to be satisfied. Based on the review of the collisions, this warrant is not satisfied. Collision data is attached in **Appendix C.**

Therefore, at Woodborough Place and Buchanan Road with available data, TJKM has conducted analysis of MUTCD Warrant 3, Peak Hour and Warrant 7, Crash Experience. Signal warrants are not satisfied. Therefore, this impact is considered insignificant.

Based on the City of Pittsburg impact criteria the project is expected to have a less-than-significant impact at all the study intersections.

Existing plus Project Conditions Peak Hour Traffic Volumes





LEGEND

X Study Intersection
XX AM Peak Hour Volumes
(XX) PM Peak Hour Volumes

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Figure 9

3.4 Queuing Analysis At The Selected Study Intersections – Existing Plus Project Conditions

TJKM conducted a vehicle queuing and storage analysis for all exclusive left and right turn pockets at study intersections where project traffic is added under Existing plus Project Conditions. The 95th percentile (maximum) queues were analyzed using the HCM 2010 Queue methodology contained in Synchro 9.0 software for the exclusive left turn/right turn pockets at the study intersections. Detailed calculations are included in the LOS appendices corresponding to each analysis scenario. **Table 8** summarizes the 95th percentile queue lengths at the study intersections under Existing and Existing plus Project Conditions scenarios. It should be noted that queue lengths at some locations exceed capacity creating a deficient condition, however, the project would add less than two vehicles to the average queue length. The proposed project does not create a significant impact by itself on the expected left-turn or right-turn queues at the study intersections.

Table 8: 95th Percentile Queues – Existing plus Project Conditions

#	Intersection	Lane Group	Storage Length per lane	Existing Conditions		Existing plus Project Conditions		Change	
				AM	PM	AM	PM	AM	PM
1	Loveridge Road and Buchanan Road	EBL	220	340	170	340	170	0	0
		WBR	70	100	80	100	90	0	10
		SBL	250	160	210	170	220	10	10
		SBR	250	70	70	70	70	0	0
2	Woodborough Place and Buchanan Road	WBL	120	0	0	0	0	0	0
		NBLTR	115	30	30	30	30	0	0
		SBL	30	30	80	30	80	0	0
		SBR	30	30	30	30	30	0	0
3	Ventura Drive and Buchanan Road	EBL	150	30	30	30	30	0	0
		EBR	45	40	50	40	50	0	0
		WBL	160	40	60	50	60	10	0
		NBL	85	110	130	120	130	10	0
		SBL	90	30	70	30	80	0	10
4	Meadows Avenue and Buchanan Road	EBL	155	30	40	40	50	10	10
		EBR	75	10	10	10	10	0	0
		WBL	210	50	70	50	70	0	0
		NBL	100	50	50	50	50	0	0
		SBL	105	30	50	30	50	0	0
5	Somersville Road and Buchanan Road	EBL	525	340	400	360	440	20	40
		EBR	260	50	80	50	80	0	0
		WBL	120	70	70	70	70	0	0
		WBR	185	60	30	60	30	0	0
		NBL	455	440	240	450	250	10	10
		SBL	165	100	220	100	220	0	0

Notes: Storage length and 95th percentile queue is expressed in feet per lane
Queue length is rounded to nearest ten feet.

3.5 Queuing and Level of Service Analysis at Project Driveway

TJKM conducted a vehicle queuing and LOS analysis at the proposed project driveway on Buchanan Road. The 95th percentile (maximum) queues were analyzed using the HCM 2010 Queue methodology contained in Synchro 9.0 software for the project driveway. As shown in **Table 9**, under Existing plus Project Conditions, the project driveway is expected to operate at an acceptable level of service. In addition, the 95th percentile queueing at the outbound approach of the project driveway is expected to be minimal.

Table 9: 95th Percentile Queues and Level of Service at Project Driveways

#	Intersection	Existing Plus Project Conditions					
		AM			PM		
		Delay[1]	LOS[2]	95th percentile Queue[3] (feet)	Delay[1]	LOS[2]	95th percentile Queue[3] (feet)
6	Buchanan Road and Project Driveway 1	22.7	C	0.3	27.7	D	0.4
7	Buchanan Road and Project Driveway 2	23.3	C	0.4	30.9	D	0.7

Notes:
[1] Delay = Average control delay in seconds per vehicle
[2] LOS = Level of Service
[3] Reported values of 95th percentile Queues are for the outbound movements at the project driveways

4.0 CUMULATIVE (YEAR 2035) CONDITIONS

This chapter presents the results of the level of service calculations under Cumulative Conditions without the project. Cumulative No Project Conditions are defined as conditions that occurs within the next 19 years (Year 2035). Level of service analysis at the study intersections was conducted for this scenario to establish a base to evaluate the impacts due to the addition of traffic from the proposed project. The Cumulative Conditions volumes were obtained from the Tuscany Meadows final Environmental Impact Report dated July 2015 prepared by Raney Planning and Management, Inc. It was observed in the report that the cumulative plus project conditions include year 2035 cumulative volumes based on the most recent release of the Countywide Travel Demand Model plus the trips from the proposed Tuscan Meadows residential project and also assumes completion of the James Donlon Boulevard Extension. **Figure 10** shows turning movement volumes at all the study intersections for Cumulative Conditions. Optimized signal timings and a peak hour factor of 1.0 was used for all the study intersections for Cumulative Conditions analysis. Lane geometries and traffic controls are assumed to be identical to those under Existing Conditions except for the intersection of Somersville Road and Buchanan Road (Intersection #5) where an exclusive southbound right turn lane is added in future.

4.1 Intersections Level of Service Analysis – Cumulative (Year 2035) Conditions

The intersection LOS analysis results for Cumulative (Year 2035) Conditions are summarized in **Table 10**. Detailed calculation sheets for Cumulative Conditions are contained in **Appendix D**. Under this scenario, all the intersections operate within City of Pittsburg during the a.m. and p.m. peak hours except for the following intersections.

- Woodborough Place and Buchanan Road (Intersection 2) operates at LOS F during the both a.m. peak hour and p.m. peak hours.
- Somersville Road and Buchanan Road (Intersection 5) operates at LOS E during the both a.m. peak hour and p.m. peak hours.

Table 10: Intersection Level of Service Analysis – Cumulative (Year 2035) Conditions

#	Intersection	Control	Peak Hour[1]	Cumulative (Year 2035) Conditions	
				Average Delay[2]	LOS[3]
1	Loveridge Road and Buchanan Road	Signalized	AM	34.1	C
			PM	19.6	B
2	Woodborough Place and Buchanan Road	Two-Way Stop	AM	**56.8**	**F**
			PM	**95.2**	**F**
3	Ventura Drive and Buchanan Road	Signalized	AM	20.1	C
			PM	37.0	D
4	Meadows Avenue and Buchanan Road	Signalized	AM	12.0	B
			PM	27.1	C
5	Somersville Road and Buchanan Road	Signalized	AM	**57.9**	**E**
			PM	**61.5**	**E**

Notes:

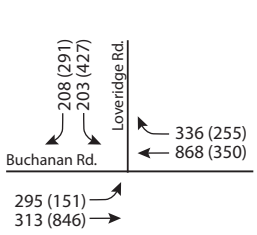
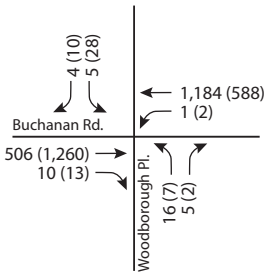
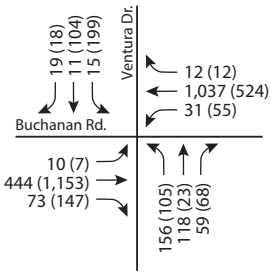
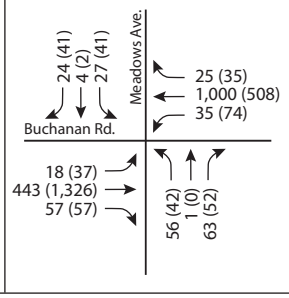
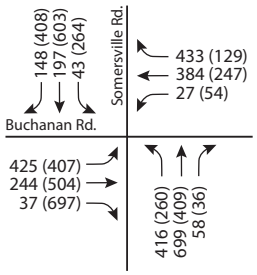
[1] AM – morning peak hour (between 7 and 9 a.m.), PM – evening peak hour (between 4 and 6 p.m.)

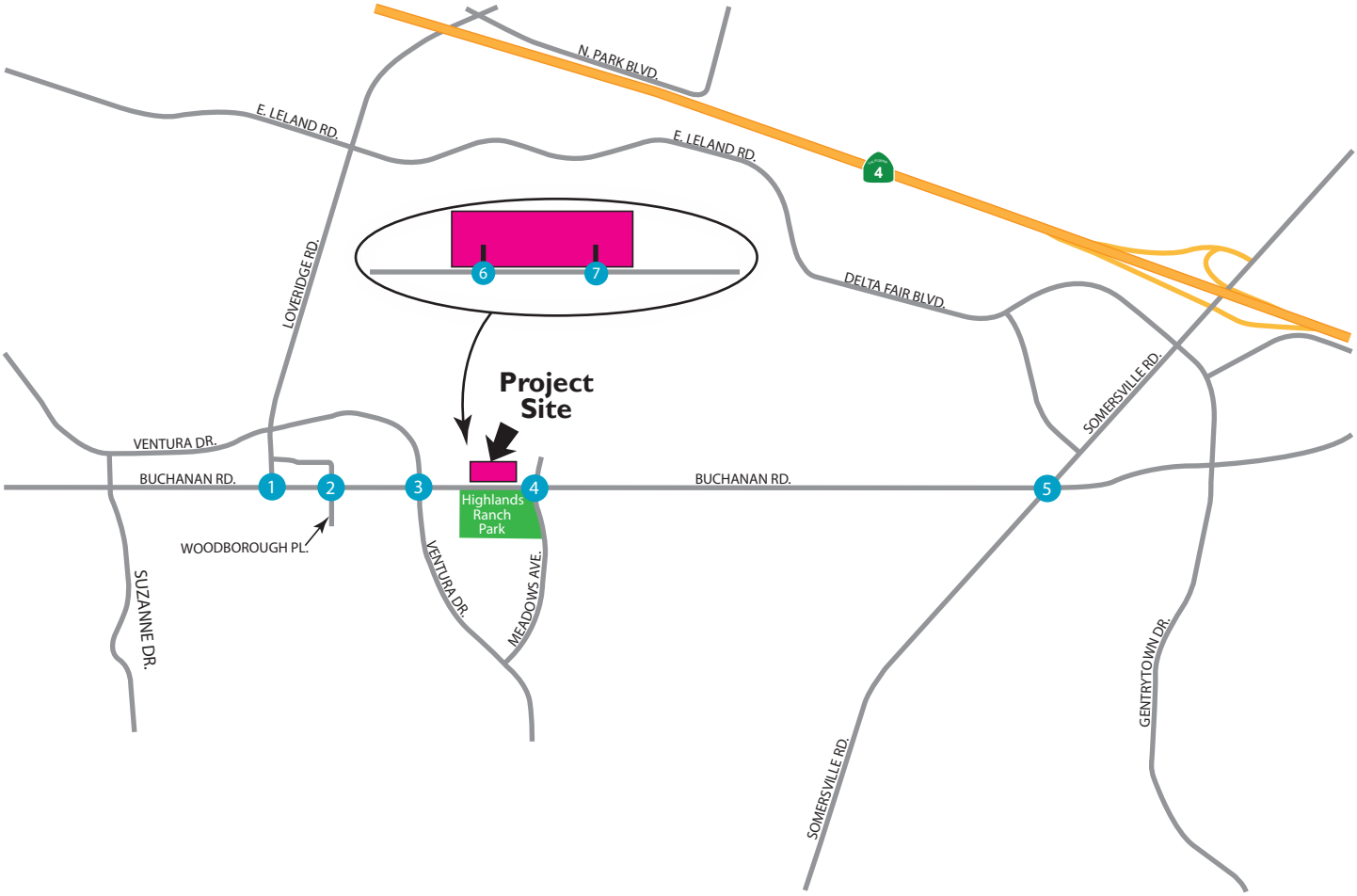
[2] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.

[3] LOS – Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package, which applies the methodology described in the HCM 2010.

Bold text indicates intersection operates at a deficient Level of Service.

Cumulative (Year 2035) Conditions Peak Hour Traffic Volumes

Intersection #1 Loveridge Rd./ Buchanan Rd.	Intersection #2 Woodborough Pl./ Buchanan Rd.	Intersection #3 Ventura Dr./ Buchanan Rd.	Intersection #4 Meadows Ave./ Buchanan Rd.	Intersection #5 Somersville Rd./ Buchanan Rd.
				



LEGEND

X Study Intersection
XX AM Peak Hour Volumes
(XX) PM Peak Hour Volumes

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Figure 10

5.0 CUMULATIVE PLUS PROJECT CONDITIONS

This scenario is identical to Cumulative Conditions, with the addition of projected traffic from the proposed development of the project. Trip generation, distribution, and assignment for the proposed project are identical to that assumed under Existing plus Project Conditions. **Figure 11** shows projected turning movement volumes at all the study intersections for Cumulative plus Project Conditions.

5.1 Intersection Level of Service Analysis – Cumulative Plus Project Conditions

The intersection LOS analysis results for Cumulative (Year 2035) plus Project Conditions are summarized in **Table 11**. Detailed calculation sheets for Cumulative plus Project Conditions are contained in **Appendix E**. Under this scenario, all the intersections operate within City of Pittsburg standards except for the following intersections.

- Woodborough Place and Buchanan Road (Intersection 2) operates at LOS F during the a.m. and p.m. peak hours.
- Somersville Road and Buchanan Road (Intersection 5) operates at LOS E during the a.m. and p.m. peak hours.
- Buchanan Road and Project Driveway 1 (Intersection 6) operates at LOS E during the p.m. peak hour.
- Buchanan Road and Project Driveway 2 (Intersection 7) operates at LOS F during the p.m. peak hour.

Table 11: Intersection Level of Service Analysis - Cumulative plus Project Conditions

#	Intersection	Control	Peak Hour[1]	Cumulative Conditions		Cumulative with Project Conditions		Change in Delay[4] (Sec)
				Delay[2]	LOS[3]	Delay[2]	LOS[3]	
1	Loveridge Road and Buchanan Road	Signalized	AM	34.1	C	34.9	C	0.8
			PM	19.6	B	20.4	C	0.8
2	Woodborough Place and Buchanan Road	Two-Way Stop	AM	**56.8**	**F**	**60.7**	**F**	3.9
			PM	**95.2**	**F**	**103.8**	**F**	8.6
3	Ventura Drive and Buchanan Road	Signalized	AM	20.1	C	21.1	C	1.0
			PM	37.0	D	39.4	D	2.4
4	Meadows Avenue and Buchanan Road	Signalized	AM	12.0	B	12.5	B	0.5
			PM	27.1	C	29.0	C	1.9
5	Somersville Road and Buchanan Road	Signalized	AM	**57.9**	**E**	**60.2**	**E**	2.3
			PM	**61.5**	**E**	**64.5**	**E**	3.0
6	Buchanan Road and Project Driveway 1	One-Way Stop	AM	N/A	N/A	**32.5**	**D**	...
			PM			**48.7**	**E**	...
7	Buchanan Road and Project Driveway 2	One-Way Stop	AM	N/A	N/A	**34.0**	**D**	...
			PM			**60.3**	**F**	...

Notes:
[1] AM – morning peak hour (between 7 and 9 a.m.), PM – evening peak hour (between 4 and 6 p.m.)
[2] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
[3]LOS – Level of Service calculations conducted using the Synchro 9.0 level of service analysis software package, which applies the methodology described in the HCM 2010.

[4]. Change in delay between Cumulative and Cumulative plus Project Conditions.
Bold text indicates intersection operates at a deficient Level of Service.

The peak-hour signal warrant from the Manual of Uniform Traffic Control Devices (CA MUTCD) was evaluated for the unsignalized intersection Woodborough Place and Buchanan Road (Intersection 2), which operates at unacceptable LOS under Cumulative and Cumulative plus Project Conditions to determine if a traffic signal is warranted. The unsignalized intersection does not meet CA MUTCD peak hour signal warrant in either the a.m. or p.m. peak hour for Cumulative and Cumulative plus Project Conditions. MUTCD peak hour signal warrants sheets for Cumulative and Cumulative plus Project Conditions are contained in **Appendix E.**

At this intersection the major street (Buchanan Road) volumes are high on both approaches, so on the minor street (Woodborough Place) there are few gaps. In particular, the left turns experience long wait times at this intersection. Hence, the minor street approaches experience higher delays. Thus, the LOS F operations only apply to the Woodborough Place southbound approach, which have very low volumes in both a.m. and p.m. peak hours.

At the two Project Driveways on Buchanan Road (Intersection 6 & 7), the major street volumes are high on both approaches, so on the minor street (Project Driveway) there are few gaps. Hence, the minor street approaches experience higher delays. Thus, the LOS E/F operations only apply to the southbound approaches on the Project Driveways, which have very low volumes in both the a.m. and p.m. peak hours.

Somersville Road and Buchanan Road (Intersection # 5) - With the addition of project traffic, the increase in average delay at Somersville Road and Buchanan Road is expected to be 2.3 seconds in the a.m. peak hour and 3.0 seconds in the p.m. peak hour with levels of service of E during the both a.m. and p.m. peak hours. The project is adding 33 trips during a.m. peak hour and 40 trips during p.m. peak hour. Therefore, since the project is adding less than 50 peak hour trips, the impact is considered insignificant.

According to Tuscany Meadows EIR, improvements at Somersville Road and Buchanan Road (Intersection# 5) – consist of constructing an additional eastbound left turn lane to allow for a dual left turn movement onto northbound Somersville Road and an additional northbound lane to allow for a dual left turn movement onto westbound Buchanan Road. The Alternative Mitigation is implementation of PM peak hour metering of southbound Kirker Pass Road at Pheasant Drive. (Ref: Tuscany Meadows Transportation Impact Analysis Report, Page 52)

5.2 Project Fair Share Calculation

The fair share is calculated from the Traffic Impact Study guidelines. Based on the projected additional trips from the proposed project, the fair share contribution is approximately 3 percent during the a.m. peak hour and 2.7 percent during the p.m. peak. The Fair Share Analysis results for Cumulative plus Project Conditions are summarized in **Table 12.** The combined a.m. plus p.m. contribution of the project is 2.83 percent.

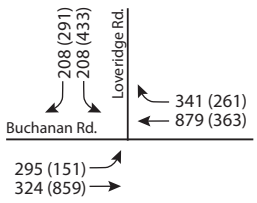
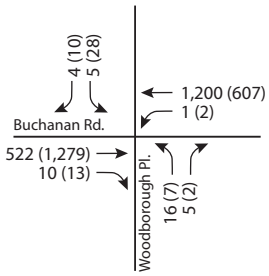
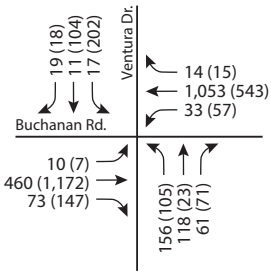
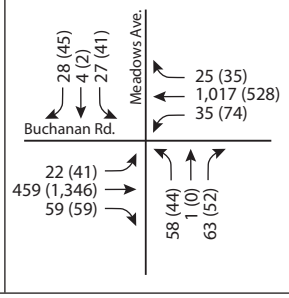
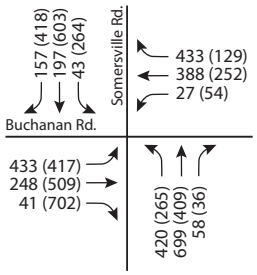
Table 12: Fair Share Analysis – Cumulative plus Project Conditions

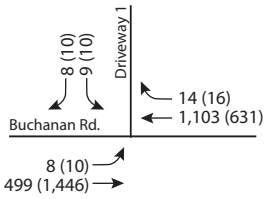
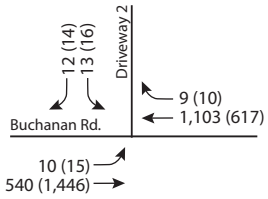
#	Intersection	Scenario	Peak Hour[1] AM	PM
5	Somersville Road and Buchanan Road	Existing Volume (vph)	2068	2552
		Project Trips	33	40
		Cumulative plus project Volume (vph)	3144	4058
		Fair Share (%)[2]	3.06	2.65

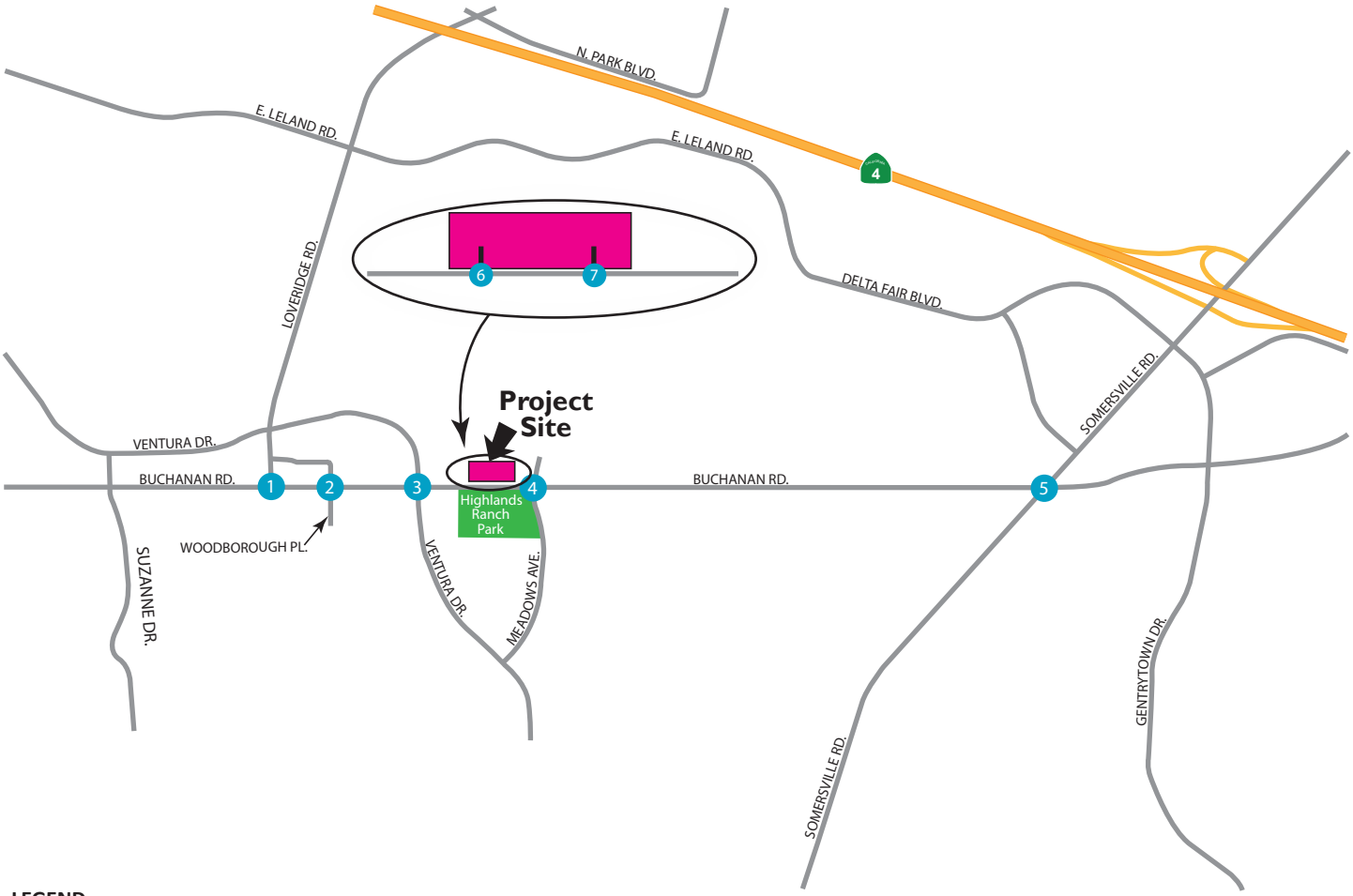
Notes:
[1]AM – morning peak hour (between 7 and 9 a.m.), PM – evening peak hour (between 4 and 6 p.m.)
[2]Fair Share (%) = Total project trips divided by the increase in the total trips from Existing to Cumulative plus Project

Based on **Table 12**, the fair share contribution is an average of both the peaks which arises to be 2.83 percent.

Cumulative (Year 2035) plus Project Conditions Peak Hour Traffic Volumes

Intersection #1 Loveridge Rd./ Buchanan Rd.	Intersection #2 Woodborough Pl./ Buchanan Rd.	Intersection #3 Ventura Dr./ Buchanan Rd.	Intersection #4 Meadows Ave./ Buchanan Rd.	Intersection #5 Somersville Rd./ Buchanan Rd.
				

Intersection #6 Driveway 1/ Buchanan Rd.	Intersection #7 Driveway 2/ Buchanan Rd.
	



LEGEND

- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

N

TJKM

057-054 - T2

Figure 11

6.0 SITE ACCESS AND ON-SITE CIRCULATION AND OTHER IMPACTS

This section analyzes site access and internal circulation based on the site plan presented in **Figure 2**. TJKM reviewed internal and external access for the project site for passenger vehicles, trucks, pedestrians, and bicycles.

6.1 On-Site Circulation

TJKM reviewed the proposed project site plan to evaluate on-site access to the project. **Figure 2** shows the proposed site plan for the project indicating the location of the project driveways and the internal circulation system. The proposed project's access will be via two 35 foot wide driveways on Buchanan Road as shown in the project site plan **Figure 2.** Near the project, Buchannan Road has a two-way left turn lane that will facilitate left turn ingress and egress for both driveway. As noted in **Table 9**, there is expected to be queuing of one or fewer cars during both peak hours. Left turning vehicles will be able to utilize the center turn lane for safe access. Right turning entering vehicles will be able to utilize the existing bicycle lane for deceleration during time periods where deceleration in the through lanes is inappropriate. Based on a preliminary review of the project conceptual plans (**Figure 2**), the two project driveways are well spaced and provide adequate distance from public intersections.

The internal circulation for the proposed project was reviewed for issues related to queuing, safety, dead end aisles, and parking spaces that may be difficult to maneuver in and out of project site. All circulation aisles accommodate two-way travel and all of the proposed parking spaces are perpendicular to the drive aisle centerline. Service and emergency vehicles have access to the proposed project via two proposed driveways. Based on this evaluation, the access driveways are expected to be adequate for passenger vehicles and trucks accessing the site. TJKM finds that the proposed configurations would be adequate for the proposed project.

In the site plan provided, a restaurant with a drive through lane is not shown, even though the traffic is included in the intersection analysis. The site plan should be reviewed when the drive through restaurant is added.

6.2 Pedestrian Access

Pedestrian access to the project site will be facilitated by existing sidewalks on Buchanan Road, Loveridge Road, Ventura Drive and Meadows Avenue. All the study intersections have crosswalks except the intersection of Woodborough Place and Buchanan Road. All the existing sidewalks are approximately 6 to 10 feet wide varying within the project vicinity. There is adequate street lighting within the vicinity of project site.

A significant impact occurs if the proposed project conflicts with applicable or adopted policies, plans or programs related to pedestrians facilities or otherwise decrease the performance or safety of pedestrian facilities. The proposed project will not result in any significant impacts to existing or planned pedestrian facilities in the immediate vicinity of the project because of the absence of such conflicts. However, the project is expected to generate demand for sidewalks to allow pedestrians to access nearby bus stops,

and adjacent land uses. To accommodate all users of the street system and provide a complete and connected pedestrian facility between the project site and transit service, it is recommended that sidewalks be provided along the project frontage as per the City of Pittsburg standards and the design should meet ADA requirements for a comfortable walking environment.

6.3 Bicycle Access

In terms of bicycle access to the project site, there are existing Class II bike lanes provided on Buchanan Road, Loveridge Road and on portions of Somersville Road. There are adequate signage/markings for the bicyclists to maneuver without confusion. Overall, existing bicycle facilities provide adequate connectivity between the proposed project site and the adjacent neighborhoods. An impact to bicyclists occurs if the proposed project disrupt existing bicycle facilities; or conflict or create inconsistencies with adopted bicycle system plans, guidelines, and policies. A significant impact occurs if the proposed project conflicts with applicable or adopted policies, plans or programs related to bicycle facilities or otherwise decrease the performance or safety of bicycle facilities. The proposed project does not conflict with existing and planned bicycle facilities, therefore, the impact to bicycle facilities is *less-than-significant*.

6.4 Transit

The proposed project will generate very few trips via transit services, which can be accommodated by the existing transit capacity and hence the project is anticipated to have a *less-than-significant* impact on transit facilities.

6.5 Sight Distance Analysis

Sight distance is evaluated to determine if a driver will have adequate visibility to enter a roadway safely without resulting in a conflict with traffic already on the roadway. The project access points should be free and clear of any obstructions that would materially and adversely affect sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on adjacent roadways. Landscaping and parking should not conflict with a driver's ability to locate a gap in traffic and see oncoming pedestrians and bicyclists. Adequate corner sight distance (sight distance triangles) should be provided at all site access points in accordance with the City's standards. Sight distance triangles should be measured approximately 15 feet back from the traveled way. Sight distance requirements vary depending on the roadway speeds. The speed limit on Buchanan Road is 35 mph. According to the Highway Design Manual (HDM), Chapter 200, 2014, the required minimum stopping sight distance for design speed of 35 mph is 250 feet. The line of sight for vehicles exiting the driveways and vehicles travelling eastbound and westbound on Buchanan Road are clear and visible. The project does not substantially increase hazards due to any design features.

6.6 Parking

Based on the project site plan dated July 15, 2016 (**Figure 2**), a total of 29 parking spaces are provided for the LMK Petro project, which includes auto parking and ADA parking. As per the site plan, 12 parking spaces would be provided under canopy and one separate space for loading/ unloading. According to the *City of Pittsburg Municipal Code, Schedule A* (18.78.040) service station requires parking spaces of 4 plus 1

per 500 square feet. Based on the City of Pittsburg Municipal Code the total parking required for the project is 15 parking stalls. Therefore, no parking impacts are projected on City streets.

7.0 CONCLUSION

- The proposed LMK Petro project is expected to generate 1,834 daily vehicular trips in which 84 vehicle trips are generated during the a.m. peak hour and 101 vehicle trips are generated during the p.m. peak hour.
- Under Existing Conditions, all the intersections operate within City of Pittsburg standards during the a.m. and p.m. peak hours except for the intersection of Woodborough Place and Buchanan Road, which operates at LOS F during the p.m. peak hour.
- Under Existing plus Project Conditions, Woodborough Place and Buchanan Road continues to operate unacceptable. Based on the peak-hour signal warrant from the *Manual of Uniform Traffic Control Devices* (CA MUTCD), a traffic signal is not warranted.
- Under Cumulative Conditions, all the intersections continue to operate acceptable except: 1.) Woodborough Place and Buchanan Road (Intersection 2), which operates at LOS F during both a.m. and p.m. peak hours, and 2.) Somersville Road and Buchanan Road (Intersection 5), which operates at LOS E during both a.m. and p.m. peak hours.
- Under Cumulative plus Project Conditions, the same two intersections continue to operate unacceptably. Traffic signals are not warranted at Woodborough Place and Buchanan Road (Intersection 2). At Somersville Road and Buchanan Road (Intersection 5), the increase in average delay under Cumulative and Cumulative plus Project Conditions is less than 5 seconds during the a.m. and p.m. peak periods. Therefore, the impact is considered insignificant. The Fair Share contribution for the proposed project under Cumulative plus Project Conditions is approximately 2.83 percent.
- The proposed project does not conflict with existing and planned pedestrian or bicycle facilities. There are two bus stops within 500 feet walking distance of the project site. There is one transit stop located at the east of the intersection of Buchanan Road and Meadows Avenue and other transit stop located at the west of the intersection of Buchanan Road and Ventura Drive. The transit service within the immediate vicinity of the project site operates well below capacity, and additional trips generated by the proposed project could be accommodated by existing bus services. Therefore the impacts to pedestrian, bicycle and transit facilities are *less-than-significant*. However, to accommodate all users of the street system and provide a complete and connected pedestrian facility between the project site and adjacent neighborhoods sidewalks should be provided on the project frontage.
- The proposed project's access will be via two full access driveways on Buchanan Road. Based on the evaluation, the proposed on-site vehicle circulation is adequate and should not result in any significant traffic operations issues. The current site plan does not show a drive through restaurant.
- The two project driveways operate at unacceptable conditions due to delays to traffic leaving the site during peak periods. However, the delay only affects a small amount of site traffic and does not result in the satisfaction of traffic signal warrants. Queuing of vehicles entering the site will be minimal. The center two way left turn lane will facilitate left turn movements in and out of the site.

Motorists will be able to utilize the existing bicycle lanes along the site frontage to facilitate right turn movements in and out of the site. Therefore, no changes are recommended. The entrance/exit does not create a significant impact to the operation of Buchannan Road.

- TJKM further recommends that all circulation aisles and curb returns be sized so that all vehicles can safely negotiate the site.
- As per the City of Pittsburg requirements, the total parking required by the project is 15 stalls. The project provides a total of 29 parking stalls, plus 12 parking spaces would be provided under canopy and one separate space for loading/ unloading. Therefore, no parking impacts are projected on City streets.

Appendix A –Traffic Counts Sheets

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-001 Loveridge Rd & Buchanan Rd
Date : 11/15/2016

Unshifted Count = All Vehicles & Uturns

	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	14	0	41	3	58	0	105	37	0	142	0	0	0	0	0	46	40	0	0	86	286	3
7:15	25	0	58	4	87	0	124	38	0	162	0	0	0	0	0	52	72	0	0	124	373	4
7:30	25	0	95	1	121	0	141	51	0	192	0	0	0	0	0	83	93	0	0	176	489	1
7:45	43	0	70	2	115	0	139	57	0	196	0	0	0	0	0	86	109	0	0	195	506	2
Total	107	0	264	10	381	0	509	183	0	692	0	0	0	0	0	267	314	0	0	581	1654	10
8:00	48	0	60	4	112	0	150	41	0	191	0	0	0	0	0	66	93	0	0	159	462	4
8:15	34	0	60	3	97	0	157	45	0	202	0	0	0	0	0	52	104	0	0	156	455	3
8:30	30	0	50	3	83	0	116	61	0	177	0	0	0	0	0	49	103	0	0	152	412	3
8:45	31	0	34	8	73	0	105	54	0	159	0	0	0	0	0	37	62	0	0	99	331	8
Total	143	0	204	18	365	0	528	201	0	729	0	0	0	0	0	204	362	0	0	566	1660	18
16:00	64	0	78	2	144	0	106	47	0	153	0	0	0	0	0	56	176	0	0	232	529	2
16:15	58	0	60	2	120	0	79	56	0	135	0	0	0	0	0	41	188	0	0	229	484	2
16:30	57	0	73	0	130	0	79	57	0	136	0	0	0	0	0	54	180	0	0	234	500	0
16:45	48	0	78	3	129	0	92	45	0	137	0	0	0	0	0	40	198	0	0	238	504	3
Total	227	0	289	7	523	0	356	205	0	561	0	0	0	0	0	191	742	0	0	933	2017	7
17:00	49	0	71	3	123	0	89	39	0	128	0	0	0	0	0	45	210	0	0	255	506	3
17:15	52	0	85	2	139	0	95	56	0	151	0	0	0	0	0	39	196	0	0	235	525	2
17:30	66	0	82	0	148	0	85	44	0	129	0	0	0	0	0	50	181	0	0	231	508	0
17:45	62	0	69	1	132	0	90	44	0	134	0	0	0	0	0	52	186	0	0	238	504	1
Total	229	0	307	6	542	0	359	183	0	542	0	0	0	0	0	186	773	0	0	959	2043	6
Grand Total	706	0	1064	41	1811	0	1752	772	0	2524	0	0	0	0	0	848	2191	0	0	3039	7374	41
Apprch %	39.0%	0.0%	58.8%	2.3%		0.0%	69.4%	30.6%	0.0%		0.0%	0.0%	0.0%	0.0%		27.9%	72.1%	0.0%	0.0%			
Total %	9.6%	0.0%	14.4%	0.6%	24.6%	0.0%	23.8%	10.5%	0.0%	34.2%	0.0%	0.0%	0.0%	0.0%	0.0%	11.5%	29.7%	0.0%	0.0%	41.2%	100.0%	

AM PEAK HOUR	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	25	0	95	1	121	0	141	51	0	192	0	0	0	0	0	83	93	0	0	176	489
7:45	43	0	70	2	115	0	139	57	0	196	0	0	0	0	0	86	109	0	0	195	506
8:00	48	0	60	4	112	0	150	41	0	191	0	0	0	0	0	66	93	0	0	159	462
8:15	34	0	60	3	97	0	157	45	0	202	0	0	0	0	0	52	104	0	0	156	455
Total Volume	150	0	285	10	445	0	587	194	0	781	0	0	0	0	0	287	399	0	0	686	1912
% App Total	33.7%	0.0%	64.0%	2.2%		0.0%	75.2%	24.8%	0.0%		0.0%	0.0%	0.0%	0.0%		41.8%	58.2%	0.0%	0.0%		
PHF	.781	.000	.750	.625	.919	.000	.935	.851	.000	.967	.000	.000	.000	.000	.000	.834	.915	.000	.000	.879	.945

PM PEAK HOUR	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	49	0	71	3	123	0	89	39	0	128	0	0	0	0	0	45	210	0	0	255	506
17:15	52	0	85	2	139	0	95	56	0	151	0	0	0	0	0	39	196	0	0	235	525
17:30	66	0	82	0	148	0	85	44	0	129	0	0	0	0	0	50	181	0	0	231	508
17:45	62	0	69	1	132	0	90	44	0	134	0	0	0	0	0	52	186	0	0	238	504
Total Volume	229	0	307	6	542	0	359	183	0	542	0	0	0	0	0	186	773	0	0	959	2043
% App Total	42.3%	0.0%	56.6%	1.1%		0.0%	66.2%	33.8%	0.0%		0.0%	0.0%	0.0%	0.0%		19.4%	80.6%	0.0%	0.0%		
PHF	.867	.000	.903	.500	.916	.000	.945	.817	.000	.897	.000	.000	.000	.000	.000	.894	.920	.000	.000	.940	.973

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-001 Loveridge Rd & Buchanan Rd
Date : 11/15/2016

Bank 1 Count = Bikes

	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0
8:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
Grand Total	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	12	0
Apprch %	100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	16.7%	0.0%	0.0%		16.7%	0.0%	66.7%	0.0%		66.7%	0.0%	0.0%	0.0%		0.0%	0.0%	16.7%	0.0%		16.7%	100.0%	

AM PEAK HOUR	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.500	.000		.500	.000	.000	.000		.000	.000	.000	.000		.000	.500

PM PEAK HOUR	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.250

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-001 Loveridge Rd & Buchanan Rd
Date : 11/15/2016

Bank 2 Count = Peds

	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	4
7:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
7:30	0	0	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	8	0	0	0	0	7	0	0	0	0	0	0	0	0	0	2	0	0	17
8:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	3
8:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	3
8:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	5
8:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	4
Total	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	7	0	0	15
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	3
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	2	0	0	10
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	4
Grand Total	0	0	0	9	0	0	0	0	24	0	0	0	0	0	0	0	0	0	13	0	0	46
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	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%	0.0%		0.0%	0.0%	

AM PEAK HOUR	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0
8:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0
Total Volume	0	0	0	4	0	0	0	0	8	0	0	0	0	0	0	0	0	0	4	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	Loveridge Rd Southbound					Buchanan Rd Westbound					Loveridge Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-002 Woodborough Pl & Buchanan Rd
Date : 11/15/2016

Unshifted Count = All Vehicles & Uturns

	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	0	0	0	0	152	0	0	152	4	0	0	0	4	0	47	0	0	47	203	0
7:15	0	0	0	0	0	0	163	4	0	167	4	0	2	0	6	0	92	2	0	94	267	0
7:30	1	0	0	0	1	0	207	2	0	209	4	0	1	0	5	0	106	3	1	110	325	1
7:45	2	0	0	0	2	0	207	2	0	209	3	0	1	0	4	0	144	2	0	146	361	0
Total	3	0	0	0	3	0	729	8	0	737	15	0	4	0	19	0	389	7	1	397	1156	1
8:00	0	0	0	0	0	1	196	4	0	201	3	0	1	0	4	0	128	2	0	130	335	0
8:15	1	0	3	0	4	0	193	3	0	196	3	0	1	0	4	0	133	1	0	134	338	0
8:30	9	0	3	0	12	1	181	1	0	183	1	0	3	0	4	0	122	0	0	122	321	0
8:45	6	1	4	0	11	0	146	5	0	151	2	0	1	0	3	0	90	0	0	90	255	0
Total	16	1	10	0	27	2	716	13	0	731	9	0	6	0	15	0	473	3	0	476	1249	0
16:00	5	0	8	0	13	1	136	1	0	138	2	0	0	0	2	0	242	1	0	243	396	0
16:15	11	0	4	0	15	0	120	1	0	121	2	0	1	0	3	0	238	5	0	243	382	0
16:30	8	0	7	0	15	0	128	0	0	128	3	0	0	0	3	0	237	4	0	241	387	0
16:45	6	0	5	0	11	1	127	1	0	129	0	0	0	0	0	0	231	5	0	236	376	0
Total	30	0	24	0	54	2	511	3	0	516	7	0	1	0	8	0	948	15	0	963	1541	0
17:00	13	0	4	0	17	1	126	0	0	127	1	0	0	0	1	0	248	3	0	251	396	0
17:15	5	0	1	0	6	1	145	0	0	146	1	0	0	0	1	0	243	0	0	243	396	0
17:30	2	0	3	0	5	0	125	1	0	126	1	0	1	0	2	0	250	3	0	253	386	0
17:45	3	0	0	0	3	0	142	0	0	142	3	0	1	0	4	0	253	5	0	258	407	0
Total	23	0	8	0	31	2	538	1	0	541	6	0	2	0	8	0	994	11	0	1005	1585	0
Grand Total	72	1	42	0	115	6	2494	25	0	2525	37	0	13	0	50	0	2804	36	1	2841	5531	1
Apprch %	62.6%	0.9%	36.5%	0.0%		0.2%	98.8%	1.0%	0.0%		74.0%	0.0%	26.0%	0.0%		0.0%	98.7%	1.3%	0.0%			
Total %	1.3%	0.0%	0.8%	0.0%	2.1%	0.1%	45.1%	0.5%	0.0%	45.7%	0.7%	0.0%	0.2%	0.0%	0.9%	0.0%	50.7%	0.7%	0.0%	51.4%	100.0%	

AM PEAK HOUR	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	1	0	0	0	1	0	207	2	0	209	4	0	1	0	5	0	106	3	1	110	325
7:45	2	0	0	0	2	0	207	2	0	209	3	0	1	0	4	0	144	2	0	146	361
8:00	0	0	0	0	0	1	196	4	0	201	3	0	1	0	4	0	128	2	0	130	335
8:15	1	0	3	0	4	0	193	3	0	196	3	0	1	0	4	0	133	1	0	134	338
Total Volume	4	0	3	0	7	1	803	11	0	815	13	0	4	0	17	0	511	8	1	520	1359
% App Total	57.1%	0.0%	42.9%	0.0%		0.1%	98.5%	1.3%	0.0%		76.5%	0.0%	23.5%	0.0%		0.0%	98.3%	1.5%	0.2%		
PHF	.500	.000	.250	.000	.438	.250	.970	.688	.000	.975	.813	.000	1.000	.000	.850	.000	.887	.667	.250	.890	.941

PM PEAK HOUR	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	13	0	4	0	17	1	126	0	0	127	1	0	0	0	1	0	248	3	0	251	396
17:15	5	0	1	0	6	1	145	0	0	146	1	0	0	0	1	0	243	0	0	243	396
17:30	2	0	3	0	5	0	125	1	0	126	1	0	1	0	2	0	250	3	0	253	386
17:45	3	0	0	0	3	0	142	0	0	142	3	0	1	0	4	0	253	5	0	258	407
Total Volume	23	0	8	0	31	2	538	1	0	541	6	0	2	0	8	0	994	11	0	1005	1585
% App Total	74.2%	0.0%	25.8%	0.0%		0.4%	99.4%	0.2%	0.0%		75.0%	0.0%	25.0%	0.0%		0.0%	98.9%	1.1%	0.0%		
PHF	.442	.000	.500	.000	.456	.500	.928	.250	.000	.926	.500	.000	.500	.000	.500	.000	.982	.550	.000	.974	.974

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-002 Woodborough Pl & Buchanan Rd
Date : 11/15/2016

Bank 1 Count = Bikes

	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
8:00	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	4	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3	0
Total	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4	0
Grand Total	2	0	0	0	2	0	4	4	0	8	0	0	0	0	0	0	5	0	0	5	15	0
Apprch %	100.0%	0.0%	0.0%			0.0%	50.0%	50.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	13.3%	0.0%	0.0%		13.3%	0.0%	26.7%	26.7%		53.3%	0.0%	0.0%	0.0%		0.0%	0.0%	33.3%	0.0%		33.3%	100.0%	

AM PEAK HOUR	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
% App Total	0.0%	0.0%	0.0%			0.0%	33.3%	66.7%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.250		.250	.000	.000	.000		.000	.000	.000	.000		.000	.250

PM PEAK HOUR	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
% App Total	0.0%	0.0%	0.0%			0.0%	33.3%	66.7%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.250		.375	.000	.000	.000		.000	.000	.250	.000		.250	.333

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-002 Woodborough Pl & Buchanan Rd
Date : 11/15/2016

Bank 2 Count = Peds

	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
Grand Total	0	0	0	7	0	0	0	0	1	0	0	0	0	5	0	0	0	0	2	0	0	15
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	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%	0.0%		0.0%	0.0%	

AM PEAK HOUR	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	Woodborough Pl Southbound					Buchanan Rd Westbound					Woodborough Pl Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-003 Ventura Dr & Buchanan Rd
Date : 11/15/2016

Unshifted Count = All Vehicles & Uturns

	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	3	1	3	0	7	1	112	2	0	115	31	12	7	0	50	0	41	7	0	48	220	0
7:15	1	3	1	0	5	3	142	5	0	150	25	16	4	0	45	0	85	8	0	93	293	0
7:30	2	1	3	0	6	5	167	1	0	173	34	20	11	0	65	2	94	15	0	111	355	0
7:45	3	1	2	0	6	1	184	1	0	186	25	12	12	0	49	0	117	25	0	142	383	0
Total	9	6	9	0	24	10	605	9	0	624	115	60	34	0	209	2	337	55	0	394	1251	0
8:00	4	0	1	0	5	6	187	3	0	196	28	8	9	0	45	0	104	24	0	128	374	0
8:15	3	2	3	0	8	10	159	2	0	171	16	7	6	0	29	6	121	18	0	145	353	0
8:30	2	0	4	0	6	5	154	3	0	162	27	1	6	0	34	2	116	17	0	135	337	0
8:45	5	0	3	0	8	5	128	1	0	134	18	3	10	0	31	3	79	17	0	99	272	0
Total	14	2	11	0	27	26	628	9	0	663	89	19	31	0	139	11	420	76	0	507	1336	0
16:00	13	11	5	0	29	11	117	3	0	131	14	4	11	0	29	4	201	24	0	229	418	0
16:15	6	5	4	0	15	4	109	8	0	121	13	2	6	1	22	6	228	28	0	262	420	1
16:30	11	6	2	0	19	6	107	6	0	119	19	1	8	0	28	6	202	28	0	236	402	0
16:45	5	6	4	0	15	9	102	0	0	111	23	2	9	0	34	6	214	29	0	249	409	0
Total	35	28	15	0	78	30	435	17	0	482	69	9	34	1	113	22	845	109	0	976	1649	1
17:00	11	12	9	0	32	5	104	4	0	113	18	3	9	0	30	4	231	26	0	261	436	0
17:15	9	10	4	0	23	11	124	1	0	136	21	1	8	0	30	3	220	28	0	251	440	0
17:30	12	5	4	1	22	8	100	9	0	117	24	4	13	0	41	3	220	38	0	261	441	1
17:45	10	10	7	0	27	3	113	5	0	121	21	5	10	0	36	2	219	42	0	263	447	0
Total	42	37	24	1	104	27	441	19	0	487	84	13	40	0	137	12	890	134	0	1036	1764	1
Grand Total	100	73	59	1	233	93	2109	54	0	2256	357	101	139	1	598	47	2492	374	0	2913	6000	2
Apprch %	42.9%	31.3%	25.3%	0.4%		4.1%	93.5%	2.4%	0.0%		59.7%	16.9%	23.2%	0.2%		1.6%	85.5%	12.8%	0.0%			
Total %	1.7%	1.2%	1.0%	0.0%	3.9%	1.6%	35.2%	0.9%	0.0%	37.6%	6.0%	1.7%	2.3%	0.0%	10.0%	0.8%	41.5%	6.2%	0.0%	48.6%	100.0%	

AM PEAK HOUR	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	2	1	3	0	6	5	167	1	0	173	34	20	11	0	65	2	94	15	0	111	355
7:45	3	1	2	0	6	1	184	1	0	186	25	12	12	0	49	0	117	25	0	142	383
8:00	4	0	1	0	5	6	187	3	0	196	28	8	9	0	45	0	104	24	0	128	374
8:15	3	2	3	0	8	10	159	2	0	171	16	7	6	0	29	6	121	18	0	145	353
Total Volume	12	4	9	0	25	22	697	7	0	726	103	47	38	0	188	8	436	82	0	526	1465
% App Total	48.0%	16.0%	36.0%	0.0%		3.0%	96.0%	1.0%	0.0%		54.8%	25.0%	20.2%	0.0%		1.5%	82.9%	15.6%	0.0%		
PHF	.750	.500	.750	.000	.781	.550	.932	.583	.000	.926	.757	.588	.792	.000	.723	.333	.901	.820	.000	.907	.956

PM PEAK HOUR	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	11	12	9	0	32	5	104	4	0	113	18	3	9	0	30	4	231	26	0	261	436
17:15	9	10	4	0	23	11	124	1	0	136	21	1	8	0	30	3	220	28	0	251	440
17:30	12	5	4	1	22	8	100	9	0	117	24	4	13	0	41	3	220	38	0	261	441
17:45	10	10	7	0	27	3	113	5	0	121	21	5	10	0	36	2	219	42	0	263	447
Total Volume	42	37	24	1	104	27	441	19	0	487	84	13	40	0	137	12	890	134	0	1036	1764
% App Total	40.4%	35.6%	23.1%	1.0%		5.5%	90.6%	3.9%	0.0%		61.3%	9.5%	29.2%	0.0%		1.2%	85.9%	12.9%	0.0%		
PHF	.875	.771	.667	.250	.813	.614	.889	.528	.000	.895	.875	.650	.769	.000	.835	.750	.963	.798	.000	.985	.987

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-003 Ventura Dr & Buchanan Rd
Date : 11/15/2016

Bank 1 Count = Bikes

	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0
7:15	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4	0
7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	2	3	0	0	5	0	0	0	0	0	7	0
8:00	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	4	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0
Grand Total	1	0	0	0	1	0	3	0	0	3	4	3	0	0	7	0	6	1	0	7	18	0
Apprch %	100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			57.1%	42.9%	0.0%			0.0%	85.7%	14.3%				
Total %	5.6%	0.0%	0.0%		5.6%	0.0%	16.7%	0.0%		16.7%	22.2%	16.7%	0.0%		38.9%	0.0%	33.3%	5.6%		38.9%	100.0%	

AM PEAK HOUR	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	4
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			100.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.500	.000		.500	.250	.000	.000		.250	.000	.000	.000		.000	.333

PM PEAK HOUR	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% App Total	100.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	100.0%			
PHF	.250	.000	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.250		.250	.500

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-003 Ventura Dr & Buchanan Rd
Date : 11/15/2016

Bank 2 Count = Peds

	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	6
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	11	0	0	14
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	9	0	0	11
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	6
Grand Total	0	0	0	1	0	0	0	0	0	0	0	0	0	7	0	0	0	0	28	0	0	36
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	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%	0.0%		0.0%	0.0%	

AM PEAK HOUR	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	Ventura Dr Southbound					Buchanan Rd Westbound					Ventura Dr Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-004 Meadows Ave & Buchanan Rd
Date : 11/15/2016

Unshifted Count = All Vehicles & Uturns

	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	4	1	4	0	9	5	105	4	0	114	10	0	6	0	16	1	43	4	0	48	187	0
7:15	10	0	2	0	12	7	135	1	0	143	9	1	14	0	24	3	74	4	0	81	260	0
7:30	10	1	5	0	16	13	154	1	0	168	14	0	13	0	27	2	102	8	0	112	323	0
7:45	5	2	4	0	11	6	161	2	0	169	22	0	14	0	36	2	120	7	0	129	345	0
Total	29	4	15	0	48	31	555	8	0	594	55	1	47	0	103	8	339	23	0	370	1115	0
8:00	2	0	7	0	9	6	190	6	0	202	9	0	14	0	23	6	104	18	0	128	362	0
8:15	5	0	3	0	8	6	149	6	0	161	7	0	10	0	17	4	108	13	0	125	311	0
8:30	10	1	6	0	17	11	150	7	0	168	8	1	14	0	23	3	109	9	0	121	329	0
8:45	4	0	7	0	11	5	128	3	0	136	4	0	6	0	10	3	91	6	0	100	257	0
Total	21	1	23	0	45	28	617	22	0	667	28	1	44	0	73	16	412	46	0	474	1259	0
16:00	9	0	8	0	17	15	110	9	0	134	10	0	15	0	25	5	196	24	0	225	401	0
16:15	7	0	2	0	9	15	122	9	0	146	5	0	8	0	13	7	225	14	0	246	414	0
16:30	8	0	7	0	15	14	90	6	0	110	16	0	14	0	30	8	201	7	0	216	371	0
16:45	6	0	9	0	15	14	101	6	0	121	5	1	14	0	20	6	208	9	0	223	379	0
Total	30	0	26	0	56	58	423	30	0	511	36	1	51	0	88	26	830	54	0	910	1565	0
17:00	5	0	4	0	9	11	94	9	0	114	8	0	15	0	23	7	230	17	0	254	400	0
17:15	14	0	12	0	26	17	108	8	0	133	9	0	8	0	17	7	222	9	0	238	414	0
17:30	8	1	10	0	19	14	100	4	0	118	6	0	10	0	16	11	221	11	0	243	396	0
17:45	7	1	8	0	16	19	102	8	0	129	12	0	10	0	22	6	228	10	0	244	411	0
Total	34	2	34	0	70	61	404	29	0	494	35	0	43	0	78	31	901	47	0	979	1621	0
Grand Total	114	7	98	0	219	178	1999	89	0	2266	154	3	185	0	342	81	2482	170	0	2733	5560	0
Apprch %	52.1%	3.2%	44.7%	0.0%		7.9%	88.2%	3.9%	0.0%		45.0%	0.9%	54.1%	0.0%		3.0%	90.8%	6.2%	0.0%			
Total %	2.1%	0.1%	1.8%	0.0%	3.9%	3.2%	36.0%	1.6%	0.0%	40.8%	2.8%	0.1%	3.3%	0.0%	6.2%	1.5%	44.6%	3.1%	0.0%	49.2%	100.0%	

AM PEAK HOUR	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	5	2	4	0	11	6	161	2	0	169	22	0	14	0	36	2	120	7	0	129	345
8:00	2	0	7	0	9	6	190	6	0	202	9	0	14	0	23	6	104	18	0	128	362
8:15	5	0	3	0	8	6	149	6	0	161	7	0	10	0	17	4	108	13	0	125	311
8:30	10	1	6	0	17	11	150	7	0	168	8	1	14	0	23	3	109	9	0	121	329
Total Volume	22	3	20	0	45	29	650	21	0	700	46	1	52	0	99	15	441	47	0	503	1347
% App Total	48.9%	6.7%	44.4%	0.0%		4.1%	92.9%	3.0%	0.0%		46.5%	1.0%	52.5%	0.0%		3.0%	87.7%	9.3%	0.0%		
PHF	.550	.375	.714	.000	.662	.659	.855	.750	.000	.866	.523	.250	.929	.000	.688	.625	.919	.653	.000	.975	.930

PM PEAK HOUR	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	5	0	4	0	9	11	94	9	0	114	8	0	15	0	23	7	230	17	0	254	400
17:15	14	0	12	0	26	17	108	8	0	133	9	0	8	0	17	7	222	9	0	238	414
17:30	8	1	10	0	19	14	100	4	0	118	6	0	10	0	16	11	221	11	0	243	396
17:45	7	1	8	0	16	19	102	8	0	129	12	0	10	0	22	6	228	10	0	244	411
Total Volume	34	2	34	0	70	61	404	29	0	494	35	0	43	0	78	31	901	47	0	979	1621
% App Total	48.6%	2.9%	48.6%	0.0%		12.3%	81.8%	5.9%	0.0%		44.9%	0.0%	55.1%	0.0%		3.2%	92.0%	4.8%	0.0%		
PHF	.607	.500	.708	.000	.673	.803	.935	.806	.000	.929	.729	.000	.717	.000	.848	.705	.979	.691	.000	.964	.979

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-004 Meadows Ave & Buchanan Rd
Date : 11/15/2016

Bank 1 Count = Bikes

	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
8:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	5	5	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Grand Total	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	1	3	2	0	6	10	0
Apprch %	0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			16.7%	50.0%	33.3%				
Total %	0.0%	0.0%	10.0%		10.0%	0.0%	30.0%	0.0%		30.0%	0.0%	0.0%	0.0%		0.0%	10.0%	30.0%	20.0%		60.0%	100.0%	

AM PEAK HOUR	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
% App Total	0.0%	0.0%	100.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.250		.250	.000	.000	.000		.000	.000	.000	.000		.000	.000	.250	.000		.250	.500

PM PEAK HOUR	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.250	.000		.250	.000	.000	.000		.000	.000	.000	.000		.000	.250

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-004 Meadows Ave & Buchanan Rd
Date : 11/15/2016

Bank 2 Count = Peds

	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	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%	0.0%		0.0%	0.0%	

AM PEAK HOUR	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	Meadows Ave Southbound					Buchanan Rd Westbound					Meadows Ave Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-005 Somersville Rd & Buchanan Rd
Date : 11/15/2016

Unshifted Count = All Vehicles & Uturns

	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	8	23	21	0	52	0	48	13	0	61	61	106	0	0	167	30	13	18	1	62	342	1
7:15	9	23	16	0	48	3	45	16	1	65	81	110	8	0	199	41	19	36	0	96	408	1
7:30	12	25	30	0	67	2	67	33	1	103	79	112	4	0	195	58	40	50	3	151	516	4
7:45	10	45	43	0	98	2	57	32	3	94	97	130	2	0	229	70	34	37	1	142	563	4
Total	39	116	110	0	265	7	217	94	5	323	318	458	14	0	790	199	106	141	5	451	1829	10
8:00	13	45	50	0	108	4	76	34	5	119	77	79	1	0	157	55	41	53	1	150	534	6
8:15	14	40	41	0	95	7	57	19	4	87	68	77	4	0	149	52	33	38	1	124	455	5
8:30	12	43	37	0	92	6	43	15	2	66	75	57	6	0	138	51	39	43	3	136	432	5
8:45	22	36	36	0	94	3	33	20	0	56	66	98	5	0	169	52	42	27	2	123	442	2
Total	61	164	164	0	389	20	209	88	11	328	286	311	16	0	613	210	155	161	7	533	1863	18
16:00	36	114	65	1	216	8	40	20	0	68	46	73	7	0	126	76	83	91	3	253	663	4
16:15	34	90	58	0	182	5	46	15	3	69	43	64	3	0	110	64	75	84	1	224	585	4
16:30	29	98	51	0	178	8	33	19	0	60	42	74	7	0	123	71	98	82	6	257	618	6
16:45	27	108	59	0	194	4	25	21	0	50	43	69	1	0	113	68	82	94	4	248	605	4
Total	126	410	233	1	770	25	144	75	3	247	174	280	18	0	472	279	338	351	14	982	2471	18
17:00	49	115	63	1	228	4	30	20	1	55	43	55	5	0	103	67	86	105	3	261	647	5
17:15	38	109	80	0	227	10	40	19	2	71	43	48	1	0	92	75	89	109	1	274	664	3
17:30	26	112	55	0	193	5	32	24	0	61	40	65	4	0	109	80	72	100	0	252	615	0
17:45	31	100	65	0	196	7	42	23	1	73	42	47	2	0	91	82	71	110	3	266	626	4
Total	144	436	263	1	844	26	144	86	4	260	168	215	12	0	395	304	318	424	7	1053	2552	12
Grand Total	370	1126	770	2	2268	78	714	343	23	1158	946	1264	60	0	2270	992	917	1077	33	3019	8715	58
Apprch %	16.3%	49.6%	34.0%	0.1%		6.7%	61.7%	29.6%	2.0%		41.7%	55.7%	2.6%	0.0%		32.9%	30.4%	35.7%	1.1%			
Total %	4.2%	12.9%	8.8%	0.0%	26.0%	0.9%	8.2%	3.9%	0.3%	13.3%	10.9%	14.5%	0.7%	0.0%	26.0%	11.4%	10.5%	12.4%	0.4%	34.6%	100.0%	

AM PEAK HOUR	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	12	25	30	0	67	2	67	33	1	103	79	112	4	0	195	58	40	50	3	151	516
7:45	10	45	43	0	98	2	57	32	3	94	97	130	2	0	229	70	34	37	1	142	563
8:00	13	45	50	0	108	4	76	34	5	119	77	79	1	0	157	55	41	53	1	150	534
8:15	14	40	41	0	95	7	57	19	4	87	68	77	4	0	149	52	33	38	1	124	455
Total Volume	49	155	164	0	368	15	257	118	13	403	321	398	11	0	730	235	148	178	6	567	2068
% App Total	13.3%	42.1%	44.6%	0.0%		3.7%	63.8%	29.3%	3.2%		44.0%	54.5%	1.5%	0.0%		41.4%	26.1%	31.4%	1.1%		
PHF	.875	.861	.820	.000	.852	.536	.845	.868	.650	.847	.827	.765	.688	.000	.797	.839	.902	.840	.500	.939	.918

PM PEAK HOUR	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	49	115	63	1	228	4	30	20	1	55	43	55	5	0	103	67	86	105	3	261	647
17:15	38	109	80	0	227	10	40	19	2	71	43	48	1	0	92	75	89	109	1	274	664
17:30	26	112	55	0	193	5	32	24	0	61	40	65	4	0	109	80	72	100	0	252	615
17:45	31	100	65	0	196	7	42	23	1	73	42	47	2	0	91	82	71	110	3	266	626
Total Volume	144	436	263	1	844	26	144	86	4	260	168	215	12	0	395	304	318	424	7	1053	2552
% App Total	17.1%	51.7%	31.2%	0.1%		10.0%	55.4%	33.1%	1.5%		42.5%	54.4%	3.0%	0.0%		28.9%	30.2%	40.3%	0.7%		
PHF	.735	.948	.822	.250	.925	.650	.857	.896	.500	.890	.977	.827	.600	.000	.906	.927	.893	.964	.583	.961	.961

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-005 Somersville Rd & Buchanan Rd
Date : 11/15/2016

Bank 1 Count = Bikes

	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0
Total	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3	0
8:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
8:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	3	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
17:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Total	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	4	0
Grand Total	1	1	0	0	2	1	2	1	0	4	1	1	1	0	3	1	2	0	0	3	12	0
Apprch %	50.0%	50.0%	0.0%			25.0%	50.0%	25.0%			33.3%	33.3%	33.3%			33.3%	66.7%	0.0%				
Total %	8.3%	8.3%	0.0%		16.7%	8.3%	16.7%	8.3%		33.3%	8.3%	8.3%	8.3%		25.0%	8.3%	16.7%	0.0%		25.0%	100.0%	

AM PEAK HOUR	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
8:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
% App Total	100.0%	0.0%	0.0%			0.0%	0.0%	100.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.250	.000	.000		.250	.000	.000	.250		.250	.000	.250	.000		.250	.000	.000	.000		.000	.375

PM PEAK HOUR	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	4
% App Total	0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			100.0%	0.0%	0.0%			50.0%	50.0%	0.0%			
PHF	.000	.250	.000		.250	.000	.000	.000		.000	.250	.000	.000		.250	.250	.250	.000		.500	1.000

National Data and Surveying Services

City of Pittsburg
All Vehicles & Uturns On Unshifted
Bikes On Bank 1
Peds On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 16-7844-005 Somersville Rd & Buchanan Rd
Date : 11/15/2016

Bank 2 Count = Peds

	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Peds Total
7:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	4
7:15	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	9
8:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	3
16:45	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	6
Total	0	0	0	2	0	0	0	0	1	0	0	0	0	6	0	0	0	0	5	0	0	14
17:00	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	7
Grand Total	0	0	0	9	0	0	0	0	4	0	0	0	0	10	0	0	0	0	11	0	0	34
Apprch %	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
Total %	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%	0.0%		0.0%	0.0%	

AM PEAK HOUR	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

PM PEAK HOUR	Somersville Rd Southbound					Buchanan Rd Westbound					Somersville Rd Northbound					Buchanan Rd Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0
% App Total	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000	.000	.000		.000	.000

46 - Buchanan @ Loveridge
Phase Entries Table 1

Param	Phs 1	Phs 2	Phs 3	Phs 4	Phs 5	Phs 6	Phs 7	Phs 8	Phs 9	Phs 10	Phs 11	Phs 12	Phs 13	Phs 14	Phs 15	Phs 16
Walk	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	13	0	19	0	0	0	0	0	0	0	0	0	0
Min Green	0	8	0	8	8	8	0	0	5	5	5	5	5	5	5	5
Passage	0	3	0	2.2	2.2	3	0	0	1	1	1	1	1	1	1	1
Max1	0	65	0	20	20	40	0	0	25	25	25	25	25	25	25	25
Max2	0	65	0	20	20	40	0	0	50	50	50	50	50	50	50	50
Yellow	3.5	4	3.5	4	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.5	1	1.5	1.5	1.5	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	5	0	5	5	5	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	WALK	RED	RED	RED	WALK	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	Off	On	Off	On	On	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Auto Entry	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Auto Exit	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act1	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act2	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Lock Call	Off	Off	Off	Off	Off	Off	Off	Off	On	On	On	On	On	On	On	On
Min Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Max Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ped Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Soft Recall	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Sim Gap Enable	Off	Off	Off	Off	Off	Off	Off	Off	On	On	On	On	On	On	On	On
Guar Passage	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Rest In Walk	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Cond Service	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Add Init Calc	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

45 - Buchanan @ Ventura
Phase Entries Table 1

Param	Phs 1	Phs 2	Phs 3	Phs 4	Phs 5	Phs 6	Phs 7	Phs 8	Phs 9	Phs 10	Phs 11	Phs 12	Phs 13	Phs 14	Phs 15	Phs 16
Walk	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	14	0	16	0	14	0	0	0	0	0	0	0	0	0	0
Min Green	7	7	7	7	7	7	7	7	5	5	5	5	5	5	5	5
Passage	1.7	2	1	1.7	1.7	2	1	1.7	1	1	1	1	1	1	1	1
Max1	15	79	0	23	15	79	0	23	25	25	25	25	25	25	25	25
Max2	15	79	0	23	15	79	0	23	50	50	50	50	50	50	50	50
Yellow	3.5	4	3.5	3.5	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	1.7	3.5	0	1.7	1.7	3.5	0	1.7	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	WALK	RED	RED	RED	WALK	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	On	On	Off	On	On	On	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Auto Entry	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Auto Exit	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act1	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act2	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Lock Call	Off	Off	Off	Off	Off	Off	Off	Off	On	On	On	On	On	On	On	On
Min Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Max Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ped Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Soft Recall	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	Off	Off	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Sim Gap Enable	Off	Off	Off	On	Off	Off	Off	On	On	On	On	On	On	On	On	On
Guar Passage	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Rest In Walk	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Cond Service	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Add Init Calc	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

44 - Buchanan @ Meadows
Phase Entries Table 1

Param	Phs 1	Phs 2	Phs 3	Phs 4	Phs 5	Phs 6	Phs 7	Phs 8	Phs 9	Phs 10	Phs 11	Phs 12	Phs 13	Phs 14	Phs 15	Phs 16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	11	0	14	0	10	0	14	0	0	0	0	0	0	0	0
Min Green	6	6	0	6	6	6	0	6	0	0	0	0	0	0	0	0
Passage	1.7	2	0	1.7	1.7	2	0	1.7	0	0	0	0	0	0	0	0
Max1	15	42	0	15	15	42	0	15	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	3.6	5	3	3.6	3.6	5	3	3.6	0	0	0	0	0	0	0	0
Red	1.5	1	0	1.5	1.5	1	0	1.5	0	0	0	0	0	0	0	0
Red Revert	5	5	0	5	5	5	0	5	0	0	0	0	0	0	0	0
Added Initial	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Max Initial	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	On	On	Off	On	On	On	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Auto Entry	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Auto Exit	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act1	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act2	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Lock Call	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Min Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Max Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ped Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Soft Recall	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	Off	On	Off	On	Off	On	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Sim Gap Enable	On	On	On	On	On	On	On	On	Off	Off	Off	Off	Off	Off	Off	Off
Guar Passage	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Rest In Walk	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Cond Service	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Add Init Calc	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

916 441 0391

Somersville / Buchanan

Intersection Name

☐ Additional Special Timing Required

If box is checked, see additional timing sheets.

Turn On Date: 1 1 By: _____

Notes: _____

0 = Walk 8 = Red Rest
1 = FDW 9 = Preemption
2 = Min. Green A = Stop Time
3 = B = Red Revert
4 = Var. Initial C = Gap Termination
5 = Extension D = Max. Termination
6 = E = Forceoff Termination
7 = Reduce Gap F = Red Clearance

D / C / F / A

E Page Enable: F/1 + 9 + E = Not Zero

Interval Timer Display
Ring A = F/0 + A + Interval
Ring B = F/0 + B + Interval

Manual = C/0 + A + 1
Master Plan = C/0 + A + 2
Current Plan = C/0 + A + 3
Next Plan = C/0 + A + 4
TOD Plan = C/0 + A + 5

Master Cycle = C/0 + A + 0
Ring A Cycle = C/0 + B + 0
Ring B Cycle = C/0 + D + 0

MIN Cycle = C/0 + A + E
MAX Cycle = C/0 + B + E
Current Calculated Cycle Length = C/0 + B + F

Phase Hold = C/0 + F + D
Phase Next = C/0 + F + E
Force Off = C/0 + F + F

PHASE BANK 1

		1	2	3	4	5	6	7	8
		SL	N	~~WL~~ W	~~S~~ PHASE	~~WL~~ S		SL	~~W~~ N
0	WALK	–	8	–	8	–	8	–	8
1	DONT WALK	–	18	–	18	–	18	–	18
2	MIN INITIAL	5	5	5	5	5	5	5	5
3	TYPE 3 LIMIT	–	–	–	–	–	–	–	–
4	ADD PER VEH	–	2.5	–	2.0	–	2.5	–	2.0
5	VEH EXT	2.5	2.5	2.5	6.5	3.5	2.5	2.5	6.5
6	MAX GAP	2.5	2.5	2.5	6.5	3.5	2.5	3.0	4.0
7	MIN GAP	2.5	2.5	2.5	4.0	3.5	4.0	2.5	4.0
8	MAX LIMIT	30	40	20	40	45	40	35	40
9	MAXIMUM 2	–	–	–	–	–	–	–	
A	ADV/DLY WALK	–	–	–	–	–	–	–	
B	MIN PED CLEAR	–	–	–	–	–	–	–	
C	COND SRV MIN	–	–	–	–	–	–	–	
D	REDUCE EVERY	–	1.0	–	1.0	–	1.0	–	1.0
E	YELLOW	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
F	RED CLEAR	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

<C + 0 + F = 1>

		MAX INITIAL 9	ALT WALK A	ALT FLH D/W B	ALT INITIAL C	ALT EXTEN D	PREEMPT E
0							
1	PHASE 1						
2	PHASE 2						
3	PHASE 3						
4	PHASE 4						
5	PHASE 5						
6	PHASE 6						
7	PHASE 7						
8	PHASE 8						

ALL RED START: (F/1 + C + 0) = ____
RED REVERT: (F/1 + 0 + F) = ____

Exclusive Pedestrian Operation
WALK: (F/1 + 0 + 0) = ____
DONT WALK: (F/1 + 0 + 1) = ____
RED CLEAR: (F/1 + 0 + 2) = ____

		RR1 DLY	RR1 CLR	EVA DLY	EVA CLR	EVB DLY	EVB CLR	EVC DLY	EVC CLR	EVD DLY	EVD CLR	RR2 DLY	RR2 CLR	EV CLR	EV DLY	RR CLR	RR DLY

PHASE FUNCTION FLAGS

		Column F PHASES 1 2 3 4 5 6 7 8
0	PERMIT	X X X X X X X X
1	RED LOCK	X X
2	YELLOW LOCK	X X
3	VEH MIN CALL	
4	PED RECALL	
5	PEDESTRIANS	
6	REST IN WALK	
7	RED REST	
8	DOUBLE ENTRY	
9	VEH MAX CALL	
A	SOFT RECALL	X X
B	MAXIMUM 2	
C	COND SERVICE	
D	MAN CONT CALL	
E	YELLOW START	X X
F	FIRST PHASES	X X

<C + 0 + F = 1>

CONTROLLER CONFIGURATION FLAGS

		Column E PHASES 1 2 3 4 5 6 7 8
0	EXCLUSIVE	
1	RR1 CLEAR	
2	RR2 CLEAR	
3	RR2 LTD SRV	
4	PROT / PERM	
5	FLH TO PREMT	
6	FLASH ENTRY	
7	DSABL MIN YEL	
8	DSABL OVP YEL	
9	OVP FLH YEL	
A	EM VEH A	X X X
B	EM VEH B	X X X
C	EM VEH C	X X X
D	EM VEH D	X X X
E	EXTRA 1	X X X
F	IC SELECT	X

<C + 0 + E = 125>

		Column F PHASES 1 2 3 4 5 6 7 8
0		
1	EXT PERMIT 1	
2	EXT PERMIT 2	
3	EXCLU PED	
4		
5	PED 2P OUT	X
6	PED 6P OUT	X
7	PED 4P OUT	X
8	PED 8P OUT	X
9	FLH YELLOW	
A		
B		
C		
D		
E	RESTRICTED	
F	EXTRA 2	X

<C + 0 + E = 125>

SYSTEM DETECTORS

		Column B CI PIN NO.
0		
1	SYS DET #1	
2	SYS DET #2	
3	SYS DET #3	
4	SYS DET #4	
5	SYS DET #5	
6	SYS DET #6	
7	SYS DET #7	
8	SYS DET #8	

<C + 0 + E = 126>

Controller Configuration Flags

EXTRA 1
1 = TBC Type 1
2 = NEMA External Coord.
3 = Auto Daylight Savings
4 = EV Preempt Advance
5 = Expanded Status Report
6 = International Ped
7 = Clear Outputs During FLASH
8 = Split Ring Operation

IC SELECT
2 = 2 Way Modem
3 = 7 Wire Slave
4 = Flash / Free
6 = Simplex Master
7 = 7 Wire Master
8 = Offset Interrupter

EXTRA 2
1 = AWB On During Phase Initial
2 = LMU Installed
3 =

FLASH TO PE
1 = EV A
2 = EV B
3 = EV C
4 = EV D
5 = RR 1
6 = RR 2
7 = SE 1
8 = SE 2

Manual Plan Select: (C/0 + A + 1) = ____
AUTO = 0
PLAN = 1-9
FREE = 14
FLASH = 15

Manual Offset Select: (C/0 + B + 1) = ____
AUTO = 0
OFFSET A = 1
OFFSET B = 2
OFFSET C = 3

COMM ADDRESS: (C/0 + 0 + 0) = ____
ZONE NUMBER: (C/0 + 0 + 1) = ____
AREA NUMBER: (C/0 + 0 + 2) = ____
AREA ADDRESS: (C/0 + 0 + 3) = ____

INPUT KEYSTROKES:
1) Set the PAGE to the required BANK # <C + 0 + PAGE = BANK #>
2) Keystroke: PAGE + COLUMN + ROW

ADVANCE WARNING -- SIGN #1: Phase # (F/1 + C + F) = ____ Time Before Yellow (F/1 + C + E) = ____ Output Pin # (E/127 + E + 8) = ____

SIGN #2: (F/1 + D + F) = ____ (F/1 + D + E) = ____ (E/127 + E + 9) = ____

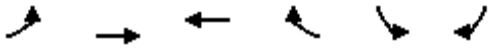
Column / Row
C + 0 + E = ____

INPUT / OUTPUT PIN # REASSIGNMENTS

BI Tran Systems, Inc.
510 Bercut Dr., Sacramento, Calif. 95814
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Traffic Signal Program 233
"QuicForm" Timing Card
(Revised 07/95)

Appendix B – Existing Conditions Intersections Level of Service Worksheets



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	287	399	587	194	160	285
Future Volume (veh/h)	287	399	587	194	160	285
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	326	453	605	200	174	310
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.97	0.97	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	364	1223	729	603	386	345
Arrive On Green	0.21	0.66	0.39	0.39	0.22	0.22
Sat Flow, veh/h	1774	1863	1863	1541	1774	1583
Grp Volume(v), veh/h	326	453	605	200	174	310
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1541	1774	1583
Q Serve(g_s), s	14.9	9.2	24.4	7.6	7.1	15.9
Cycle Q Clear(g_c), s	14.9	9.2	24.4	7.6	7.1	15.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	364	1223	729	603	386	345
V/C Ratio(X)	0.90	0.37	0.83	0.33	0.45	0.90
Avail Cap(c_a), veh/h	425	1450	893	738	425	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	6.5	22.9	17.8	28.3	31.8
Incr Delay (d2), s/veh	18.0	0.2	5.5	0.3	0.4	21.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	4.7	13.6	3.3	3.5	14.8
LnGrp Delay(d),s/veh	50.3	6.7	28.4	18.1	28.8	53.2
LnGrp LOS	D	A	C	B	C	D
Approach Vol, veh/h		779	805		484	
Approach Delay, s/veh		25.0	25.9		44.4	
Approach LOS		C	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		59.8		23.7	22.1	37.7		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		65.0		20.0	20.0	40.0		
Max Q Clear Time (g_c+I1), s		11.2		17.9	16.9	26.4		
Green Ext Time (p_c), s		9.7		0.3	0.2	6.2		

Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	511	8	1	803	0	13	0	4	4	0	3
Future Vol, veh/h	0	511	8	1	803	0	13	0	4	4	0	3
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	98	98	98	85	85	85	44	44	44
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	574	9	1	819	0	15	0	5	9	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	819	0	0	583	0	0	1400	1400	579	1402	1404	821
Stage 1	-	-	-	-	-	-	579	579	-	821	821	-
Stage 2	-	-	-	-	-	-	821	821	-	581	583	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	810	-	-	991	-	-	118	140	515	117	140	374
Stage 1	-	-	-	-	-	-	501	501	-	369	389	-
Stage 2	-	-	-	-	-	-	369	389	-	499	499	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	808	-	-	991	-	-	115	140	515	116	140	373
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	140	-	116	140	-
Stage 1	-	-	-	-	-	-	501	501	-	369	388	-
Stage 2	-	-	-	-	-	-	361	388	-	494	499	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	34.7	28.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	141	808	-	-	991	-	-	116	373
HCM Lane V/C Ratio	0.142	-	-	-	0.001	-	-	0.078	0.018
HCM Control Delay (s)	34.7	0	-	-	8.6	0	-	38.7	14.8
HCM Lane LOS	D	A	-	-	A	A	-	E	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	436	82	22	697	7	103	47	38	12	4	9
Future Volume (veh/h)	8	436	82	22	697	7	103	47	38	12	4	9
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	9	479	90	24	749	8	143	65	53	15	5	12
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.72	0.72	0.72	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	904	768	71	936	10	354	152	124	270	78	186
Arrive On Green	0.02	0.49	0.49	0.04	0.51	0.51	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	1863	1582	1774	1839	20	1370	943	769	1255	482	1156
Grp Volume(v), veh/h	9	479	90	24	0	757	143	0	118	15	0	17
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1859	1370	0	1713	1255	0	1637
Q Serve(g_s), s	0.2	8.8	1.5	0.7	0.0	16.7	4.9	0.0	3.1	0.5	0.0	0.4
Cycle Q Clear(g_c), s	0.2	8.8	1.5	0.7	0.0	16.7	5.3	0.0	3.1	3.6	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.45	1.00		0.71
Lane Grp Cap(c), veh/h	29	904	768	71	0	946	354	0	276	270	0	264
V/C Ratio(X)	0.31	0.53	0.12	0.34	0.00	0.80	0.40	0.00	0.43	0.06	0.00	0.06
Avail Cap(c_a), veh/h	538	2978	2529	538	0	2972	771	0	797	652	0	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.0	8.8	6.9	23.1	0.0	10.1	19.8	0.0	18.7	20.3	0.0	17.6
Incr Delay (d2), s/veh	2.2	0.2	0.0	1.0	0.0	0.6	0.3	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.4	0.7	0.3	0.0	8.6	1.9	0.0	1.5	0.2	0.0	0.2
LnGrp Delay(d),s/veh	26.2	9.0	7.0	24.1	0.0	10.7	20.1	0.0	19.1	20.3	0.0	17.6
LnGrp LOS	C	A	A	C		B	C		B	C		B
Approach Vol, veh/h		578			781			261			32	
Approach Delay, s/veh		8.9			11.1			19.6			18.9	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	29.5		13.0	5.8	30.6		13.0
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	15.0	79.0		23.0	15.0	79.0		23.0
Max Q Clear Time (g_c+I1), s	2.7	10.8		5.6	2.2	18.7		7.3
Green Ext Time (p_c), s	0.0	6.5		0.6	0.0	6.5		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	441	47	29	650	21	46	1	52	22	3	20
Future Volume (veh/h)	15	441	47	29	650	21	46	1	52	22	3	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	15	450	48	33	747	24	67	1	75	33	5	30
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.87	0.87	0.87	0.69	0.69	0.69	0.66	0.66	0.66
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	905	753	79	911	29	295	3	191	257	28	170
Arrive On Green	0.02	0.49	0.49	0.04	0.51	0.51	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1774	1863	1550	1774	1795	58	1363	21	1560	1314	230	1382
Grp Volume(v), veh/h	15	450	48	33	0	771	67	0	76	33	0	35
Grp Sat Flow(s),veh/h/ln	1774	1863	1550	1774	0	1853	1363	0	1580	1314	0	1612
Q Serve(g_s), s	0.4	7.7	0.8	0.8	0.0	16.4	2.2	0.0	2.1	1.1	0.0	0.9
Cycle Q Clear(g_c), s	0.4	7.7	0.8	0.8	0.0	16.4	3.1	0.0	2.1	3.2	0.0	0.9
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.99	1.00		0.86
Lane Grp Cap(c), veh/h	40	905	753	79	0	940	295	0	194	257	0	198
V/C Ratio(X)	0.37	0.50	0.06	0.42	0.00	0.82	0.23	0.00	0.39	0.13	0.00	0.18
Avail Cap(c_a), veh/h	570	1675	1394	570	0	1666	565	0	508	518	0	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	8.1	6.4	21.7	0.0	9.7	19.7	0.0	18.9	20.3	0.0	18.4
Incr Delay (d2), s/veh	2.1	0.2	0.0	1.3	0.0	0.7	0.1	0.0	0.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.9	0.3	0.4	0.0	8.3	0.8	0.0	0.9	0.4	0.0	0.4
LnGrp Delay(d),s/veh	24.6	8.3	6.4	23.0	0.0	10.4	19.9	0.0	19.4	20.4	0.0	18.5
LnGrp LOS	C	A	A	C		B	B		B	C		B
Approach Vol, veh/h		513			804			143			68	
Approach Delay, s/veh		8.6			10.9			19.6			19.4	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	28.7		10.8	6.2	29.7		10.8
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	15.0	42.0		15.0	15.0	42.0		15.0
Max Q Clear Time (g_c+I1), s	2.8	9.7		5.2	2.4	18.4		5.1
Green Ext Time (p_c), s	0.0	5.6		0.3	0.0	5.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

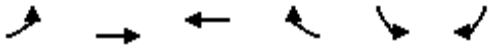
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	148	178	28	257	118	321	398	11	49	155	164
Future Volume (veh/h)	241	148	178	28	257	118	321	398	11	49	155	164
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	256	157	0	33	302	0	401	498	14	58	182	193
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	1302	582	52	434	369	447	1335	37	76	604	270
Arrive On Green	0.16	0.37	0.00	0.03	0.23	0.00	0.25	0.38	0.38	0.04	0.17	0.17
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3515	99	1774	3539	1583
Grp Volume(v), veh/h	256	157	0	33	302	0	401	250	262	58	182	193
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1844	1774	1770	1583
Q Serve(g_s), s	14.9	3.1	0.0	1.9	15.6	0.0	23.0	10.8	10.8	3.4	4.7	12.1
Cycle Q Clear(g_c), s	14.9	3.1	0.0	1.9	15.6	0.0	23.0	10.8	10.8	3.4	4.7	12.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	291	1302	582	52	434	369	447	672	701	76	604	270
V/C Ratio(X)	0.88	0.12	0.00	0.63	0.70	0.00	0.90	0.37	0.37	0.77	0.30	0.71
Avail Cap(c_a), veh/h	589	1847	826	337	707	601	757	923	962	505	1343	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	22.0	0.0	50.6	37.0	0.0	38.1	23.6	23.6	49.9	38.2	41.3
Incr Delay (d2), s/veh	6.4	0.2	0.0	9.0	8.9	0.0	9.0	0.3	0.2	11.4	0.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	1.5	0.0	1.1	9.1	0.0	12.4	5.3	5.6	1.9	2.3	5.5
LnGrp Delay(d),s/veh	49.4	22.2	0.0	59.6	45.9	0.0	47.1	23.9	23.9	61.3	38.4	43.9
LnGrp LOS	D	C		E	D		D	C	C	E	D	D
Approach Vol, veh/h		413			335			913			433	
Approach Delay, s/veh		39.1			47.3			34.1			43.9	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	45.0	7.6	43.8	31.0	23.0	21.8	29.6
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	30.0	55.0	20.0	55.0	45.0	40.0	35.0	40.0
Max Q Clear Time (g_c+I1), s	5.4	12.8	3.9	5.1	25.0	14.1	16.9	17.6
Green Ext Time (p_c), s	0.1	3.9	0.0	9.2	1.5	3.7	0.5	6.9

Intersection Summary	
HCM 2010 Ctrl Delay	39.2
HCM 2010 LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	186	773	359	183	235	307
Future Volume (veh/h)	186	773	359	183	235	307
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	198	822	399	203	255	334
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	247	1099	693	575	433	387
Arrive On Green	0.14	0.59	0.37	0.37	0.24	0.24
Sat Flow, veh/h	1774	1863	1863	1545	1774	1583
Grp Volume(v), veh/h	198	822	399	203	255	334
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1545	1774	1583
Q Serve(g_s), s	6.8	20.5	10.8	6.0	8.0	12.8
Cycle Q Clear(g_c), s	6.8	20.5	10.8	6.0	8.0	12.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	247	1099	693	575	433	387
V/C Ratio(X)	0.80	0.75	0.58	0.35	0.59	0.86
Avail Cap(c_a), veh/h	560	1912	1177	976	560	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	9.5	15.9	14.4	21.1	22.9
Incr Delay (d2), s/veh	3.3	1.0	0.8	0.4	0.7	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	10.6	5.7	2.6	4.0	11.4
LnGrp Delay(d),s/veh	29.7	10.6	16.6	14.7	21.8	33.3
LnGrp LOS	C	B	B	B	C	C
Approach Vol, veh/h		1020	602		589	
Approach Delay, s/veh		14.3	16.0		28.4	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		42.4		21.0	13.8	28.6		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		65.0		20.0	20.0	40.0		
Max Q Clear Time (g_c+I1), s		22.5		14.8	8.8	12.8		
Green Ext Time (p_c), s		12.3		0.7	0.2	10.7		

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	994	11	2	538	0	6	0	2	23	0	8
Future Vol, veh/h	0	994	11	2	538	0	6	0	2	23	0	8
Conflicting Peds, #/hr	0	0	2	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	93	93	93	50	50	50	46	46	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1025	11	2	578	0	12	0	4	50	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	578	0	0	1036	0	0	1613	1613	1031	1615	1619	580
Stage 1	-	-	-	-	-	-	1030	1030	-	583	583	-
Stage 2	-	-	-	-	-	-	583	583	-	1032	1036	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	996	-	-	671	-	-	84	104	283	83	103	514
Stage 1	-	-	-	-	-	-	282	311	-	498	499	-
Stage 2	-	-	-	-	-	-	498	499	-	281	309	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	994	-	-	670	-	-	81	104	283	81	103	513
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	104	-	81	103	-
Stage 1	-	-	-	-	-	-	282	311	-	498	497	-
Stage 2	-	-	-	-	-	-	478	497	-	277	309	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	48.2	80.3
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	99	994	-	-	670	-	-	81	513
HCM Lane V/C Ratio	0.162	-	-	-	0.003	-	-	0.617	0.034
HCM Control Delay (s)	48.2	0	-	-	10.4	0	-	103.9	12.3
HCM Lane LOS	E	A	-	-	B	A	-	F	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	2.8	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	890	134	27	441	19	84	13	40	43	37	24
Future Volume (veh/h)	12	890	134	27	441	19	84	13	40	43	37	24
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	899	135	30	490	21	100	15	48	53	46	30
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.90	0.90	0.90	0.84	0.84	0.84	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	1053	893	80	1045	45	258	59	187	266	159	103
Arrive On Green	0.02	0.57	0.57	0.05	0.59	0.59	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1774	1863	1579	1774	1773	76	1308	388	1241	1323	1049	684
Grp Volume(v), veh/h	12	899	135	30	0	511	100	0	63	53	0	76
Grp Sat Flow(s),veh/h/ln	1774	1863	1579	1774	0	1849	1308	0	1629	1323	0	1734
Q Serve(g_s), s	0.4	26.3	2.6	1.1	0.0	10.2	4.8	0.0	2.2	2.4	0.0	2.5
Cycle Q Clear(g_c), s	0.4	26.3	2.6	1.1	0.0	10.2	7.3	0.0	2.2	4.6	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.76	1.00		0.39
Lane Grp Cap(c), veh/h	37	1053	893	80	0	1090	258	0	246	266	0	262
V/C Ratio(X)	0.32	0.85	0.15	0.38	0.00	0.47	0.39	0.00	0.26	0.20	0.00	0.29
Avail Cap(c_a), veh/h	410	2266	1921	410	0	2250	523	0	577	534	0	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	11.9	6.7	30.1	0.0	7.6	27.7	0.0	24.3	26.4	0.0	24.5
Incr Delay (d2), s/veh	1.8	0.8	0.0	1.1	0.0	0.1	0.4	0.0	0.2	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	13.5	1.1	0.5	0.0	5.1	1.7	0.0	1.0	0.9	0.0	1.2
LnGrp Delay(d),s/veh	33.2	12.7	6.7	31.2	0.0	7.7	28.1	0.0	24.5	26.5	0.0	24.7
LnGrp LOS	C	B	A	C		A	C		C	C		C
Approach Vol, veh/h		1046			541			163			129	
Approach Delay, s/veh		12.1			9.0			26.7			25.4	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	42.2		14.8	6.4	43.8		14.8
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	15.0	79.0		23.0	15.0	79.0		23.0
Max Q Clear Time (g_c+I1), s	3.1	28.3		6.6	2.4	12.2		9.3
Green Ext Time (p_c), s	0.0	8.4		0.6	0.0	8.4		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	901	47	61	404	29	35	0	43	34	2	34
Future Volume (veh/h)	31	901	47	61	404	29	35	0	43	34	2	34
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	32	939	49	66	434	31	41	0	51	51	3	51
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	1054	895	118	1014	72	212	0	159	214	9	152
Arrive On Green	0.04	0.57	0.57	0.07	0.59	0.59	0.10	0.00	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1774	1863	1582	1774	1716	123	1345	0	1583	1348	89	1508
Grp Volume(v), veh/h	32	939	49	66	0	465	41	0	51	51	0	54
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1838	1345	0	1583	1348	0	1597
Q Serve(g_s), s	1.1	26.8	0.8	2.2	0.0	8.4	1.8	0.0	1.8	2.2	0.0	1.9
Cycle Q Clear(g_c), s	1.1	26.8	0.8	2.2	0.0	8.4	3.7	0.0	1.8	4.0	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	73	1054	895	118	0	1086	212	0	159	214	0	161
V/C Ratio(X)	0.44	0.89	0.05	0.56	0.00	0.43	0.19	0.00	0.32	0.24	0.00	0.34
Avail Cap(c_a), veh/h	439	1290	1096	439	0	1273	409	0	392	412	0	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	11.5	5.9	27.5	0.0	6.8	27.1	0.0	25.3	27.2	0.0	25.4
Incr Delay (d2), s/veh	1.5	6.2	0.0	1.5	0.0	0.1	0.2	0.0	0.4	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	15.4	0.4	1.1	0.0	4.2	0.7	0.0	0.8	0.8	0.0	0.9
LnGrp Delay(d),s/veh	29.9	17.7	5.9	29.0	0.0	6.9	27.3	0.0	25.8	27.4	0.0	25.8
LnGrp LOS	C	B	A	C		A	C		C	C		C
Approach Vol, veh/h		1020			531			92			105	
Approach Delay, s/veh		17.5			9.6			26.4			26.6	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	40.3		11.2	7.6	41.8		11.2
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	15.0	42.0		15.0	15.0	42.0		15.0
Max Q Clear Time (g_c+I1), s	4.2	28.8		6.0	3.1	10.4		5.7
Green Ext Time (p_c), s	0.0	5.6		0.3	0.0	7.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.1
HCM 2010 LOS	B

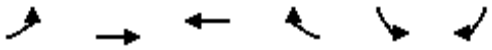
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	318	424	30	144	86	168	215	12	145	436	263
Future Volume (veh/h)	311	318	424	30	144	86	168	215	12	145	436	263
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	324	331	0	34	162	0	185	236	13	156	469	283
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	1328	594	57	373	317	231	905	50	194	865	381
Arrive On Green	0.21	0.38	0.00	0.03	0.20	0.00	0.13	0.27	0.27	0.11	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3412	187	1774	3539	1557
Grp Volume(v), veh/h	324	331	0	34	162	0	185	122	127	156	469	283
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1829	1774	1770	1557
Q Serve(g_s), s	15.5	5.6	0.0	1.6	6.6	0.0	8.8	4.7	4.8	7.5	10.1	14.6
Cycle Q Clear(g_c), s	15.5	5.6	0.0	1.6	6.6	0.0	8.8	4.7	4.8	7.5	10.1	14.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	367	1328	594	57	373	317	231	470	485	194	865	381
V/C Ratio(X)	0.88	0.25	0.00	0.60	0.43	0.00	0.80	0.26	0.26	0.80	0.54	0.74
Avail Cap(c_a), veh/h	712	2232	998	407	854	726	915	1116	1154	610	1623	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	18.8	0.0	41.6	30.5	0.0	36.8	25.3	25.3	37.9	28.7	30.4
Incr Delay (d2), s/veh	5.4	0.4	0.0	7.2	3.6	0.0	7.5	0.2	0.2	5.7	0.4	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	2.8	0.0	0.9	3.8	0.0	4.8	2.3	2.4	4.0	4.9	6.5
LnGrp Delay(d),s/veh	38.9	19.2	0.0	48.8	34.2	0.0	44.3	25.5	25.5	43.6	29.1	32.6
LnGrp LOS	D	B		D	C		D	C	C	D	C	C
Approach Vol, veh/h		655			196			434			908	
Approach Delay, s/veh		29.0			36.7			33.5			32.7	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	28.1	7.3	37.7	15.9	26.3	22.6	22.5
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	30.0	55.0	20.0	55.0	45.0	40.0	35.0	40.0
Max Q Clear Time (g_c+I1), s	9.5	6.8	3.6	7.6	10.8	16.6	17.5	8.6
Green Ext Time (p_c), s	0.3	4.8	0.0	9.7	0.7	4.4	0.6	8.5

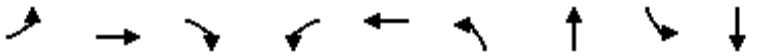
Intersection Summary		
HCM 2010 Ctrl Delay		32.1
HCM 2010 LOS		C



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	326	453	605	200	174	310
v/c Ratio	0.79	0.35	0.83	0.30	0.59	0.60
Control Delay	46.9	6.1	33.1	11.6	40.8	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	6.1	33.1	11.6	40.8	9.4
Queue Length 50th (ft)	152	72	263	38	83	0
Queue Length 95th (ft)	#338	152	457	95	158	68
Internal Link Dist (ft)		250	340		542	
Turn Bay Length (ft)	230			70		
Base Capacity (vph)	473	1541	997	870	477	641
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.29	0.61	0.23	0.36	0.48

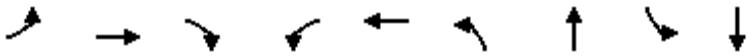
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	479	90	24	757	143	118	15	17
v/c Ratio	0.04	0.52	0.11	0.09	0.76	0.47	0.29	0.05	0.05
Control Delay	33.9	13.3	5.3	33.3	16.8	29.5	20.7	24.4	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	13.3	5.3	33.3	16.8	29.5	20.7	24.4	16.4
Queue Length 50th (ft)	2	68	4	6	136	34	20	3	1
Queue Length 95th (ft)	21	262	32	41	504	108	73	21	16
Internal Link Dist (ft)		900			1182		394		340
Turn Bay Length (ft)	150		45	160		85			
Base Capacity (vph)	550	1781	1482	550	1778	653	843	605	781
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.27	0.06	0.04	0.43	0.22	0.14	0.02	0.02

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	450	48	33	771	67	76	33	35
v/c Ratio	0.05	0.41	0.05	0.10	0.66	0.22	0.18	0.11	0.09
Control Delay	27.9	11.7	0.9	27.1	13.9	22.3	7.9	21.5	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	11.7	0.9	27.1	13.9	22.3	7.9	21.5	11.1
Queue Length 50th (ft)	3	50	0	7	111	14	0	7	1
Queue Length 95th (ft)	26	245	6	43	#505	47	18	27	15
Internal Link Dist (ft)		1182			815		519		242
Turn Bay Length (ft)	150		75	210		100		105	
Base Capacity (vph)	771	1623	1362	771	1615	613	754	592	732
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.28	0.04	0.04	0.48	0.11	0.10	0.06	0.05

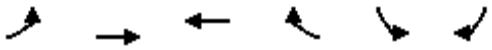
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



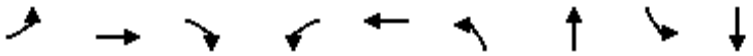
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	256	157	189	33	302	139	401	512	58	182	193
v/c Ratio	0.74	0.11	0.25	0.30	0.66	0.29	0.76	0.42	0.43	0.52	0.59
Control Delay	62.4	24.6	4.5	70.7	52.2	9.9	51.8	35.2	71.0	62.7	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	24.6	4.5	70.7	52.2	9.9	51.8	35.2	71.0	62.7	15.9
Queue Length 50th (ft)	198	43	0	26	222	5	291	170	46	75	0
Queue Length 95th (ft)	340	76	49	67	355	52	434	242	100	128	63
Internal Link Dist (ft)		827			1040			742		1086	
Turn Bay Length (ft)	525		255	120			450		165		100
Base Capacity (vph)	527	1704	849	301	634	617	678	1650	452	1205	666
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.09	0.22	0.11	0.48	0.23	0.59	0.31	0.13	0.15	0.29

Intersection Summary



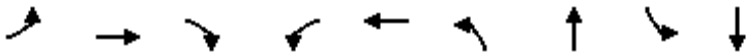
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	198	822	399	203	255	334
v/c Ratio	0.57	0.73	0.67	0.35	0.65	0.56
Control Delay	33.0	13.8	25.7	9.6	33.8	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	13.8	25.7	9.6	33.8	7.4
Queue Length 50th (ft)	68	189	125	20	86	0
Queue Length 95th (ft)	167	390	270	77	211	67
Internal Link Dist (ft)		250	340		542	
Turn Bay Length (ft)	230			70		
Base Capacity (vph)	593	1715	1248	1087	597	742
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.48	0.32	0.19	0.43	0.45

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	899	135	30	511	100	63	53	76
v/c Ratio	0.05	0.72	0.13	0.12	0.38	0.39	0.18	0.20	0.21
Control Delay	47.5	17.1	5.5	46.1	7.3	41.3	17.4	38.1	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	17.1	5.5	46.1	7.3	41.3	17.4	38.1	29.3
Queue Length 50th (ft)	5	334	16	13	76	44	6	23	23
Queue Length 95th (ft)	31	686	50	56	266	122	45	69	74
Internal Link Dist (ft)		900			1182		394		340
Turn Bay Length (ft)	150		45	160		85			
Base Capacity (vph)	523	1676	1388	523	1672	594	775	605	798
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.54	0.10	0.06	0.31	0.17	0.08	0.09	0.10

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	939	49	66	465	41	51	51	54
v/c Ratio	0.19	0.77	0.05	0.35	0.34	0.28	0.11	0.35	0.25
Control Delay	34.9	19.4	0.8	36.4	7.1	35.8	0.4	37.8	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.9	19.4	0.8	36.4	7.1	35.8	0.4	37.8	13.6
Queue Length 50th (ft)	14	313	0	28	51	17	0	22	1
Queue Length 95th (ft)	41	#678	5	66	188	44	0	41	18
Internal Link Dist (ft)		1182			815		519		242
Turn Bay Length (ft)	150		75	210		100		105	
Base Capacity (vph)	399	1222	1046	399	1349	303	624	304	399
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.77	0.05	0.17	0.34	0.14	0.08	0.17	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



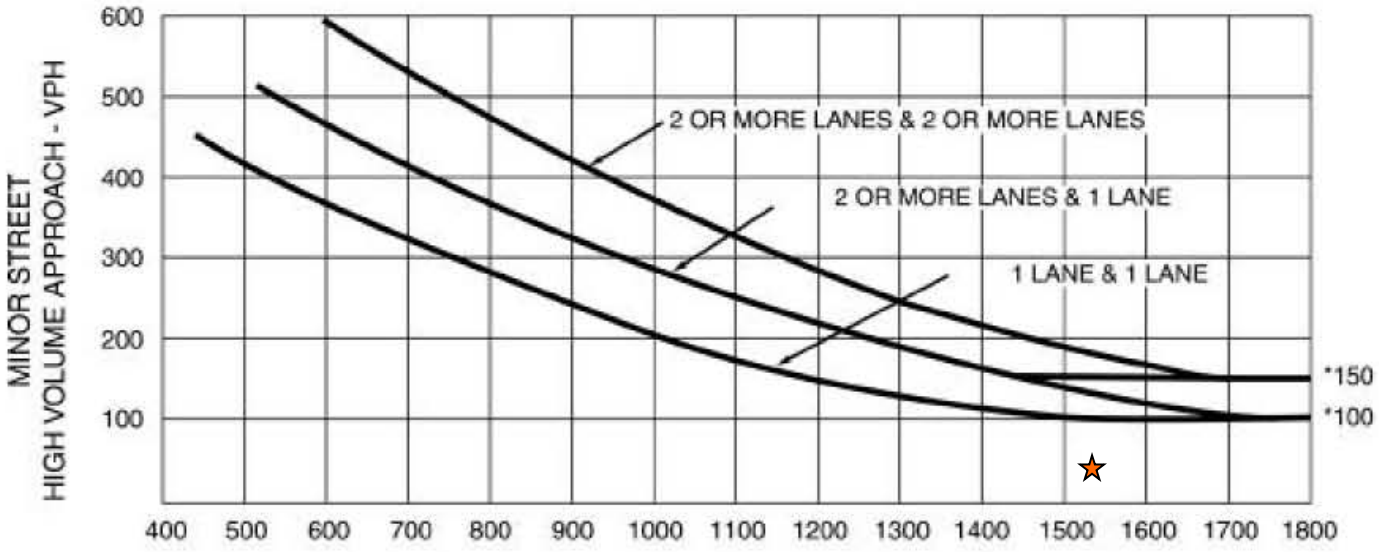
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	324	331	442	34	162	97	185	249	156	469	283
v/c Ratio	0.69	0.22	0.48	0.29	0.49	0.26	0.62	0.30	0.62	0.63	0.64
Control Delay	48.2	24.3	4.6	62.6	50.3	6.0	55.3	36.9	59.4	45.5	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	24.3	4.6	62.6	50.3	6.0	55.3	36.9	59.4	45.5	27.3
Queue Length 50th (ft)	204	83	0	23	105	0	123	75	106	160	86
Queue Length 95th (ft)	397	154	75	67	209	28	239	135	211	262	211
Internal Link Dist (ft)		827			1040			742		1086	
Turn Bay Length (ft)	525		255	120			450		165		100
Base Capacity (vph)	585	1838	1024	334	703	663	752	1823	501	1336	678
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.18	0.43	0.10	0.23	0.15	0.25	0.14	0.31	0.35	0.42

Intersection Summary

Peak Hour Warrant (Urban Areas)

Intersection #2: Woodborough Place and Buchanan Road
Scenario: Existing Conditions

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Minor Street Volume = 31 VPH

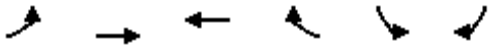
Major Street Volume = 1545 VPH

★ **PM peak hour**

A signal is not warranted

Source: CA MUTCD 2014, Chapter 4C – Traffic Control Signal Needs Studies, Part 4 - Highway Traffic Signals, Figure 4C-3

Appendix C – Existing plus Project Conditions Intersections Level of Service Worksheets



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	287	410	598	199	165	285
Future Volume (veh/h)	287	410	598	199	165	285
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	326	466	616	205	179	310
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.97	0.97	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	363	1227	736	609	385	344
Arrive On Green	0.20	0.66	0.40	0.40	0.22	0.22
Sat Flow, veh/h	1774	1863	1863	1541	1774	1583
Grp Volume(v), veh/h	326	466	616	205	179	310
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1541	1774	1583
Q Serve(g_s), s	15.2	9.6	25.3	7.9	7.4	16.1
Cycle Q Clear(g_c), s	15.2	9.6	25.3	7.9	7.4	16.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	363	1227	736	609	385	344
V/C Ratio(X)	0.90	0.38	0.84	0.34	0.46	0.90
Avail Cap(c_a), veh/h	419	1430	880	728	419	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	6.6	23.1	17.9	28.9	32.3
Incr Delay (d2), s/veh	18.7	0.2	6.1	0.3	0.5	22.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	5.0	14.3	3.4	3.7	15.1
LnGrp Delay(d),s/veh	51.5	6.8	29.3	18.2	29.3	54.6
LnGrp LOS	D	A	C	B	C	D
Approach Vol, veh/h		792	821		489	
Approach Delay, s/veh		25.2	26.5		45.3	
Approach LOS		C	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		60.8		23.9	22.3	38.5		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		65.0		20.0	20.0	40.0		
Max Q Clear Time (g_c+I1), s		11.6		18.1	17.2	27.3		
Green Ext Time (p_c), s		10.1		0.2	0.2	6.2		

Intersection Summary	
HCM 2010 Ctrl Delay	30.4
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	527	8	1	819	0	13	0	4	4	0	3
Future Vol, veh/h	0	527	8	1	819	0	13	0	4	4	0	3
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	98	98	98	85	85	85	44	44	44
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	592	9	1	836	0	15	0	5	9	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	836	0	0	601	0	0	1435	1435	597	1437	1439	838
Stage 1	-	-	-	-	-	-	597	597	-	838	838	-
Stage 2	-	-	-	-	-	-	838	838	-	599	601	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	798	-	-	976	-	-	111	134	503	111	133	366
Stage 1	-	-	-	-	-	-	490	491	-	361	382	-
Stage 2	-	-	-	-	-	-	361	382	-	488	489	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	796	-	-	976	-	-	109	134	503	110	133	365
Mov Cap-2 Maneuver	-	-	-	-	-	-	109	134	-	110	133	-
Stage 1	-	-	-	-	-	-	490	491	-	361	381	-
Stage 2	-	-	-	-	-	-	353	381	-	483	489	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	36.5	29.7
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	134	796	-	-	976	-	-	110	365
HCM Lane V/C Ratio	0.149	-	-	-	0.001	-	-	0.083	0.019
HCM Control Delay (s)	36.5	0	-	-	8.7	0	-	40.7	15.1
HCM Lane LOS	E	A	-	-	A	A	-	E	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.3	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	452	82	24	713	9	103	47	40	14	4	9
Future Volume (veh/h)	8	452	82	24	713	9	103	47	40	14	4	9
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.98		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	9	497	90	26	767	10	143	65	56	18	5	12
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.72	0.72	0.72	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	919	780	75	952	12	347	145	125	260	76	183
Arrive On Green	0.02	0.49	0.49	0.04	0.52	0.52	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	1863	1582	1774	1834	24	1369	918	791	1252	481	1156
Grp Volume(v), veh/h	9	497	90	26	0	777	143	0	121	18	0	17
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1858	1369	0	1708	1252	0	1637
Q Serve(g_s), s	0.3	9.3	1.5	0.7	0.0	17.5	5.0	0.0	3.2	0.7	0.0	0.4
Cycle Q Clear(g_c), s	0.3	9.3	1.5	0.7	0.0	17.5	5.5	0.0	3.2	3.9	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.46	1.00		0.71
Lane Grp Cap(c), veh/h	29	919	780	75	0	965	347	0	270	260	0	259
V/C Ratio(X)	0.31	0.54	0.12	0.35	0.00	0.81	0.41	0.00	0.45	0.07	0.00	0.07
Avail Cap(c_a), veh/h	526	2907	2468	526	0	2899	752	0	776	631	0	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	8.9	6.9	23.6	0.0	10.1	20.5	0.0	19.3	21.1	0.0	18.1
Incr Delay (d2), s/veh	2.2	0.2	0.0	1.0	0.0	0.6	0.3	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.7	0.7	0.4	0.0	9.0	1.9	0.0	1.5	0.2	0.0	0.2
LnGrp Delay(d),s/veh	26.8	9.0	6.9	24.6	0.0	10.7	20.7	0.0	19.7	21.1	0.0	18.2
LnGrp LOS	C	A	A	C		B	C		B	C		B
Approach Vol, veh/h		596			803			264			35	
Approach Delay, s/veh		9.0			11.1			20.3			19.7	
Approach LOS		A			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	30.5		13.0	5.8	31.8		13.0
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	15.0	79.0		23.0	15.0	79.0		23.0
Max Q Clear Time (g_c+I1), s	2.7	11.3		5.9	2.3	19.5		7.5
Green Ext Time (p_c), s	0.0	6.8		0.6	0.0	6.8		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	457	49	29	667	21	48	1	52	22	3	24
Future Volume (veh/h)	19	457	49	29	667	21	48	1	52	22	3	24
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	19	466	50	33	767	24	70	1	75	33	5	36
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.87	0.87	0.87	0.69	0.69	0.69	0.66	0.66	0.66
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	930	774	79	927	29	281	3	188	249	24	170
Arrive On Green	0.03	0.50	0.50	0.04	0.52	0.52	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1774	1863	1550	1774	1797	56	1356	21	1559	1314	196	1411
Grp Volume(v), veh/h	19	466	50	33	0	791	70	0	76	33	0	41
Grp Sat Flow(s),veh/h/ln	1774	1863	1550	1774	0	1853	1356	0	1580	1314	0	1607
Q Serve(g_s), s	0.5	8.1	0.8	0.9	0.0	17.4	2.4	0.0	2.1	1.1	0.0	1.1
Cycle Q Clear(g_c), s	0.5	8.1	0.8	0.9	0.0	17.4	3.5	0.0	2.1	3.3	0.0	1.1
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.99	1.00		0.88
Lane Grp Cap(c), veh/h	50	930	774	79	0	956	281	0	190	249	0	194
V/C Ratio(X)	0.38	0.50	0.06	0.42	0.00	0.83	0.25	0.00	0.40	0.13	0.00	0.21
Avail Cap(c_a), veh/h	551	1621	1349	551	0	1612	539	0	491	499	0	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	8.1	6.2	22.5	0.0	9.9	20.7	0.0	19.6	21.1	0.0	19.2
Incr Delay (d2), s/veh	1.8	0.2	0.0	1.3	0.0	0.7	0.2	0.0	0.5	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.1	0.3	0.5	0.0	9.0	0.9	0.0	1.0	0.4	0.0	0.5
LnGrp Delay(d),s/veh	24.8	8.2	6.3	23.8	0.0	10.6	20.9	0.0	20.1	21.2	0.0	19.4
LnGrp LOS	C	A	A	C		B	C		C	C		B
Approach Vol, veh/h		535			824			146			74	
Approach Delay, s/veh		8.6			11.1			20.5			20.2	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	30.1		10.9	6.4	30.9		10.9
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	15.0	42.0		15.0	15.0	42.0		15.0
Max Q Clear Time (g_c+I1), s	2.9	10.1		5.3	2.5	19.4		5.5
Green Ext Time (p_c), s	0.0	5.8		0.4	0.0	5.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	152	182	28	261	118	325	398	11	49	155	173
Future Volume (veh/h)	249	152	182	28	261	118	325	398	11	49	155	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	265	162	0	33	307	0	406	498	14	58	182	204
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	1314	588	51	432	367	449	1355	38	76	619	277
Arrive On Green	0.17	0.37	0.00	0.03	0.23	0.00	0.25	0.39	0.39	0.04	0.17	0.17
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3515	99	1774	3539	1583
Grp Volume(v), veh/h	265	162	0	33	307	0	406	250	262	58	182	204
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1844	1774	1770	1583
Q Serve(g_s), s	16.2	3.3	0.0	2.0	16.8	0.0	24.5	11.2	11.2	3.6	4.9	13.5
Cycle Q Clear(g_c), s	16.2	3.3	0.0	2.0	16.8	0.0	24.5	11.2	11.2	3.6	4.9	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	299	1314	588	51	432	367	449	682	711	76	619	277
V/C Ratio(X)	0.89	0.12	0.00	0.65	0.71	0.00	0.90	0.37	0.37	0.77	0.29	0.74
Avail Cap(c_a), veh/h	561	1760	787	321	674	573	722	880	917	481	1280	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	22.9	0.0	53.1	39.1	0.0	40.0	24.3	24.3	52.4	39.7	43.2
Incr Delay (d2), s/veh	6.7	0.2	0.0	9.7	9.6	0.0	10.7	0.2	0.2	11.4	0.2	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	1.7	0.0	1.1	9.8	0.0	13.3	5.5	5.8	2.0	2.4	6.1
LnGrp Delay(d),s/veh	51.7	23.1	0.0	62.8	48.7	0.0	50.6	24.6	24.6	63.8	39.9	46.1
LnGrp LOS	D	C		E	D		D	C	C	E	D	D
Approach Vol, veh/h		427			340			918			444	
Approach Delay, s/veh		40.8			50.0			36.1			45.8	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	47.6	7.7	46.1	32.5	24.3	23.1	30.6
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	30.0	55.0	20.0	55.0	45.0	40.0	35.0	40.0
Max Q Clear Time (g_c+I1), s	5.6	13.2	4.0	5.3	26.5	15.5	18.2	18.8
Green Ext Time (p_c), s	0.1	3.9	0.0	9.4	1.5	3.7	0.5	6.8

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	496	728	14	9	8
Future Vol, veh/h	10	496	728	14	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	539	791	15	10	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	807	0	-	0	1360	799
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	818	-	-	-	164	386
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	818	-	-	-	161	386
Mov Cap-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	22.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	818	-	-	-	222
HCM Lane V/C Ratio	0.013	-	-	-	0.083
HCM Control Delay (s)	9.5	0	-	-	22.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

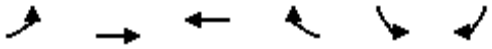
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	495	730	9	13	12
Future Vol, veh/h	10	495	730	9	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	538	793	10	14	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	803	0	-	0	1358	798
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	560	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	821	-	-	-	164	386
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	572	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	821	-	-	-	161	386
Mov Cap-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	561	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	23.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	821	-	-	-	224
HCM Lane V/C Ratio	0.013	-	-	-	0.121
HCM Control Delay (s)	9.4	0	-	-	23.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	186	786	372	189	241	307
Future Volume (veh/h)	186	786	372	189	241	307
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	198	836	413	210	262	334
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	246	1107	704	584	432	385
Arrive On Green	0.14	0.59	0.38	0.38	0.24	0.24
Sat Flow, veh/h	1774	1863	1863	1545	1774	1583
Grp Volume(v), veh/h	198	836	413	210	262	334
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1545	1774	1583
Q Serve(g_s), s	7.0	21.3	11.4	6.3	8.5	13.1
Cycle Q Clear(g_c), s	7.0	21.3	11.4	6.3	8.5	13.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	246	1107	704	584	432	385
V/C Ratio(X)	0.80	0.76	0.59	0.36	0.61	0.87
Avail Cap(c_a), veh/h	549	1875	1154	957	549	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	9.7	16.1	14.5	21.7	23.4
Incr Delay (d2), s/veh	3.4	1.1	0.8	0.4	0.7	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	11.0	6.0	2.7	4.2	11.7
LnGrp Delay(d),s/veh	30.3	10.7	16.8	14.8	22.4	34.6
LnGrp LOS	C	B	B	B	C	C
Approach Vol, veh/h		1034	623		596	
Approach Delay, s/veh		14.5	16.2		29.3	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		43.4		21.2	14.0	29.4		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		65.0		20.0	20.0	40.0		
Max Q Clear Time (g_c+I1), s		23.3		15.1	9.0	13.4		
Green Ext Time (p_c), s		12.7		0.7	0.2	10.9		

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1013	11	2	557	0	6	0	2	23	0	8
Future Vol, veh/h	0	1013	11	2	557	0	6	0	2	23	0	8
Conflicting Peds, #/hr	0	0	2	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	93	93	93	50	50	50	46	46	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1044	11	2	599	0	12	0	4	50	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	599	0	0	1056	0	0	1653	1653	1051	1655	1659	601
Stage 1	-	-	-	-	-	-	1050	1050	-	603	603	-
Stage 2	-	-	-	-	-	-	603	603	-	1052	1056	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	978	-	-	659	-	-	78	98	276	78	98	500
Stage 1	-	-	-	-	-	-	275	304	-	486	488	-
Stage 2	-	-	-	-	-	-	486	488	-	274	302	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	976	-	-	658	-	-	75	98	276	77	98	499
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	98	-	77	98	-
Stage 1	-	-	-	-	-	-	275	304	-	486	486	-
Stage 2	-	-	-	-	-	-	466	486	-	270	302	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	52.2	87.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	92	976	-	-	658	-	-	77	499
HCM Lane V/C Ratio	0.174	-	-	-	0.003	-	-	0.649	0.035
HCM Control Delay (s)	52.2	0	-	-	10.5	0	-	113.9	12.5
HCM Lane LOS	F	A	-	-	B	A	-	F	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	3	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	909	134	29	460	22	84	13	43	46	37	24
Future Volume (veh/h)	12	909	134	29	460	22	84	13	43	46	37	24
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	12	918	135	32	511	24	100	15	51	57	46	30
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.99	0.99	0.99	0.90	0.90	0.90	0.84	0.84	0.84	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	1069	906	83	1059	50	252	55	189	257	157	103
Arrive On Green	0.02	0.57	0.57	0.05	0.60	0.60	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1774	1863	1579	1774	1765	83	1308	370	1257	1319	1049	684
Grp Volume(v), veh/h	12	918	135	32	0	535	100	0	66	57	0	76
Grp Sat Flow(s),veh/h/ln	1774	1863	1579	1774	0	1848	1308	0	1626	1319	0	1734
Q Serve(g_s), s	0.5	28.0	2.7	1.2	0.0	11.0	5.0	0.0	2.4	2.7	0.0	2.6
Cycle Q Clear(g_c), s	0.5	28.0	2.7	1.2	0.0	11.0	7.6	0.0	2.4	5.1	0.0	2.6
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.77	1.00		0.39
Lane Grp Cap(c), veh/h	37	1069	906	83	0	1108	252	0	244	257	0	260
V/C Ratio(X)	0.32	0.86	0.15	0.39	0.00	0.48	0.40	0.00	0.27	0.22	0.00	0.29
Avail Cap(c_a), veh/h	394	2177	1846	394	0	2160	501	0	553	508	0	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	12.1	6.7	31.3	0.0	7.6	28.9	0.0	25.4	27.7	0.0	25.5
Incr Delay (d2), s/veh	1.8	0.8	0.0	1.1	0.0	0.1	0.4	0.0	0.2	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	14.5	1.2	0.6	0.0	5.5	1.8	0.0	1.1	1.0	0.0	1.3
LnGrp Delay(d),s/veh	34.5	12.9	6.7	32.4	0.0	7.7	29.3	0.0	25.7	27.9	0.0	25.8
LnGrp LOS	C	B	A	C		A	C		C	C		C
Approach Vol, veh/h		1065			567			166			133	
Approach Delay, s/veh		12.4			9.1			27.9			26.7	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	44.3		15.1	6.4	46.0		15.1
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	15.0	79.0		23.0	15.0	79.0		23.0
Max Q Clear Time (g_c+I1), s	3.2	30.0		7.1	2.5	13.0		9.6
Green Ext Time (p_c), s	0.0	8.8		0.6	0.0	8.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	921	49	61	424	29	37	0	43	34	2	38
Future Volume (veh/h)	35	921	49	61	424	29	37	0	43	34	2	38
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	36	959	51	66	456	31	44	0	51	51	3	57
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.85	0.85	0.85	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	1067	906	116	1022	69	204	0	160	212	8	153
Arrive On Green	0.04	0.57	0.57	0.07	0.59	0.59	0.10	0.00	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1774	1863	1582	1774	1722	117	1337	0	1583	1348	80	1516
Grp Volume(v), veh/h	36	959	51	66	0	487	44	0	51	51	0	60
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1839	1337	0	1583	1348	0	1595
Q Serve(g_s), s	1.2	28.2	0.9	2.2	0.0	9.1	2.0	0.0	1.9	2.3	0.0	2.2
Cycle Q Clear(g_c), s	1.2	28.2	0.9	2.2	0.0	9.1	4.2	0.0	1.9	4.1	0.0	2.2
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.95
Lane Grp Cap(c), veh/h	79	1067	906	116	0	1092	204	0	160	212	0	161
V/C Ratio(X)	0.45	0.90	0.06	0.57	0.00	0.45	0.22	0.00	0.32	0.24	0.00	0.37
Avail Cap(c_a), veh/h	428	1258	1069	428	0	1242	391	0	382	401	0	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	11.7	5.9	28.2	0.0	7.0	28.0	0.0	26.0	27.9	0.0	26.1
Incr Delay (d2), s/veh	1.5	7.3	0.0	1.6	0.0	0.1	0.2	0.0	0.4	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	16.3	0.4	1.2	0.0	4.6	0.7	0.0	0.8	0.9	0.0	1.0
LnGrp Delay(d),s/veh	30.5	19.0	5.9	29.8	0.0	7.1	28.2	0.0	26.4	28.1	0.0	26.6
LnGrp LOS	C	B	A	C		A	C		C	C		C
Approach Vol, veh/h		1046			553			95			111	
Approach Delay, s/veh		18.7			9.8			27.2			27.3	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	41.6		11.4	7.9	42.9		11.4
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	15.0	42.0		15.0	15.0	42.0		15.0
Max Q Clear Time (g_c+I1), s	4.2	30.2		6.1	3.2	11.1		6.2
Green Ext Time (p_c), s	0.0	5.4		0.3	0.0	7.9		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	323	429	30	149	86	173	215	12	145	436	273
Future Volume (veh/h)	321	323	429	30	149	86	173	215	12	145	436	273
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	334	336	0	34	167	0	190	236	13	156	469	294
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	1342	600	56	371	316	235	926	51	193	877	386
Arrive On Green	0.21	0.38	0.00	0.03	0.20	0.00	0.13	0.27	0.27	0.11	0.25	0.25
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3412	187	1774	3539	1557
Grp Volume(v), veh/h	334	336	0	34	167	0	190	122	127	156	469	294
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1830	1774	1770	1557
Q Serve(g_s), s	16.6	5.9	0.0	1.7	7.2	0.0	9.5	4.9	5.0	7.8	10.5	15.9
Cycle Q Clear(g_c), s	16.6	5.9	0.0	1.7	7.2	0.0	9.5	4.9	5.0	7.8	10.5	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	375	1342	600	56	371	316	235	480	497	193	877	386
V/C Ratio(X)	0.89	0.25	0.00	0.60	0.45	0.00	0.81	0.25	0.26	0.81	0.53	0.76
Avail Cap(c_a), veh/h	683	2140	957	390	819	696	878	1070	1106	585	1556	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	19.4	0.0	43.5	32.0	0.0	38.3	25.9	25.9	39.6	29.7	31.7
Incr Delay (d2), s/veh	5.6	0.4	0.0	7.5	3.9	0.0	7.7	0.2	0.2	5.9	0.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	3.0	0.0	1.0	4.1	0.0	5.1	2.4	2.5	4.1	5.1	7.1
LnGrp Delay(d),s/veh	40.4	19.8	0.0	51.0	35.9	0.0	46.1	26.1	26.1	45.5	30.1	34.1
LnGrp LOS	D	B		D	D		D	C	C	D	C	C
Approach Vol, veh/h		670			201			439			919	
Approach Delay, s/veh		30.1			38.5			34.8			34.0	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	29.7	7.4	39.5	16.6	27.5	23.7	23.1
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	30.0	55.0	20.0	55.0	45.0	40.0	35.0	40.0
Max Q Clear Time (g_c+I1), s	9.8	7.0	3.7	7.9	11.5	17.9	18.6	9.2
Green Ext Time (p_c), s	0.3	4.8	0.0	9.9	0.7	4.4	0.6	8.6

Intersection Summary		
HCM 2010 Ctrl Delay		33.4
HCM 2010 LOS		C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	988	487	16	10	10
Future Vol, veh/h	10	988	487	16	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1074	529	17	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	547	0	-	0	1634	538
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	1096	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1022	-	-	-	111	543
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	320	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1022	-	-	-	108	543
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	311	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	27.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1022	-	-	-	180
HCM Lane V/C Ratio	0.011	-	-	-	0.121
HCM Control Delay (s)	8.6	0	-	-	27.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

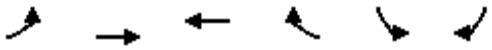
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	983	489	10	16	14
Future Vol, veh/h	15	983	489	10	16	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	1068	532	11	17	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	542	0	-	0	1638	537
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	1101	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1027	-	-	-	111	544
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	318	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1027	-	-	-	107	544
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	306	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	30.9
HCM LOS			D

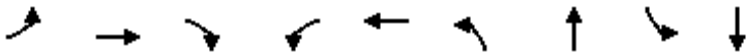
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1027	-	-	-	171
HCM Lane V/C Ratio	0.016	-	-	-	0.191
HCM Control Delay (s)	8.6	0	-	-	30.9
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.7



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	326	466	616	205	179	310
v/c Ratio	0.80	0.36	0.83	0.31	0.60	0.60
Control Delay	48.2	6.2	33.1	11.7	41.7	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	6.2	33.1	11.7	41.7	9.4
Queue Length 50th (ft)	155	76	272	40	87	0
Queue Length 95th (ft)	#338	158	#477	98	162	68
Internal Link Dist (ft)		250	340		542	
Turn Bay Length (ft)	230			70		
Base Capacity (vph)	463	1522	977	854	467	634
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.31	0.63	0.24	0.38	0.49

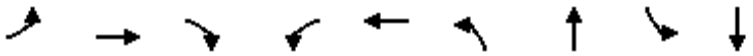
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	497	90	26	777	143	121	18	17
v/c Ratio	0.04	0.53	0.11	0.10	0.77	0.47	0.30	0.06	0.05
Control Delay	34.8	13.5	5.3	34.1	17.1	30.3	21.3	25.3	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	13.5	5.3	34.1	17.1	30.3	21.3	25.3	16.8
Queue Length 50th (ft)	2	73	4	7	144	35	22	4	1
Queue Length 95th (ft)	22	275	32	44	523	111	76	25	17
Internal Link Dist (ft)		900			528		394		340
Turn Bay Length (ft)	150		45	160		85			
Base Capacity (vph)	540	1775	1476	540	1771	641	827	592	767
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.28	0.06	0.05	0.44	0.22	0.15	0.03	0.02

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	19	466	50	33	791	70	76	33	41
v/c Ratio	0.07	0.41	0.05	0.11	0.65	0.24	0.19	0.12	0.11
Control Delay	30.3	11.1	1.0	29.6	13.8	24.7	8.4	23.6	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	11.1	1.0	29.6	13.8	24.7	8.4	23.6	11.3
Queue Length 50th (ft)	4	53	0	8	118	16	0	7	1
Queue Length 95th (ft)	31	257	7	43	#565	49	18	27	15
Internal Link Dist (ft)		344			815		519		242
Turn Bay Length (ft)	150		75	210		100		105	
Base Capacity (vph)	712	1542	1298	712	1533	565	705	549	681
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.30	0.04	0.05	0.52	0.12	0.11	0.06	0.06

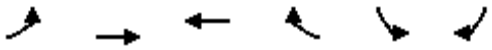
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



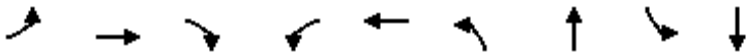
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	265	162	194	33	307	139	406	512	58	182	204
v/c Ratio	0.75	0.11	0.25	0.31	0.67	0.29	0.77	0.42	0.43	0.53	0.61
Control Delay	63.3	24.7	4.4	71.7	53.4	10.3	52.8	35.7	72.3	63.8	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	24.7	4.4	71.7	53.4	10.3	52.8	35.7	72.3	63.8	16.0
Queue Length 50th (ft)	211	45	0	27	234	6	303	174	47	77	0
Queue Length 95th (ft)	352	78	50	67	361	54	441	242	100	128	63
Internal Link Dist (ft)		827			1040			742		1086	
Turn Bay Length (ft)	525		255	120			450		165		100
Base Capacity (vph)	515	1677	842	294	620	605	663	1614	441	1178	663
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.10	0.23	0.11	0.50	0.23	0.61	0.32	0.13	0.15	0.31

Intersection Summary



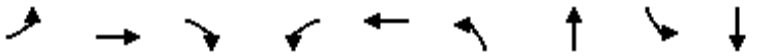
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	198	836	413	210	262	334
v/c Ratio	0.57	0.74	0.68	0.35	0.66	0.55
Control Delay	34.0	14.2	26.1	9.8	34.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	14.2	26.1	9.8	34.7	7.4
Queue Length 50th (ft)	70	202	134	23	91	0
Queue Length 95th (ft)	170	401	282	82	220	68
Internal Link Dist (ft)		250	340		542	
Turn Bay Length (ft)	230			70		
Base Capacity (vph)	579	1703	1219	1064	583	732
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.49	0.34	0.20	0.45	0.46

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	918	135	32	535	100	66	57	76
v/c Ratio	0.05	0.73	0.13	0.13	0.39	0.40	0.18	0.22	0.22
Control Delay	48.2	17.5	5.5	46.8	7.4	42.1	17.3	39.0	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	17.5	5.5	46.8	7.4	42.1	17.3	39.0	29.8
Queue Length 50th (ft)	5	350	16	15	82	46	6	25	24
Queue Length 95th (ft)	31	721	50	60	283	122	45	73	73
Internal Link Dist (ft)		900			508		394		340
Turn Bay Length (ft)	150		45	160		85			
Base Capacity (vph)	510	1665	1380	510	1660	578	756	587	777
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.55	0.10	0.06	0.32	0.17	0.09	0.10	0.10

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	959	51	66	487	44	51	51	60
v/c Ratio	0.21	0.78	0.05	0.35	0.36	0.30	0.11	0.35	0.27
Control Delay	35.1	20.2	0.9	36.4	7.4	36.5	0.4	37.8	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	20.2	0.9	36.4	7.4	36.5	0.4	37.8	13.3
Queue Length 50th (ft)	15	327	0	28	54	19	0	22	1
Queue Length 95th (ft)	44	#701	6	66	202	47	0	41	18
Internal Link Dist (ft)		354			815		519		242
Turn Bay Length (ft)	150		75	210		100		105	
Base Capacity (vph)	399	1222	1046	399	1347	301	621	304	403
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.78	0.05	0.17	0.36	0.15	0.08	0.17	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	334	336	447	34	167	97	190	249	156	469	294
v/c Ratio	0.69	0.22	0.48	0.29	0.51	0.26	0.63	0.30	0.63	0.64	0.53
Control Delay	48.3	24.4	4.6	63.8	51.5	6.0	56.6	37.6	61.1	46.8	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	24.4	4.6	63.8	51.5	6.0	56.6	37.6	61.1	46.8	8.5
Queue Length 50th (ft)	215	85	0	24	112	0	131	78	109	166	0
Queue Length 95th (ft)	#434	157	75	68	215	28	247	135	213	265	79
Internal Link Dist (ft)		827			1040			742		1086	
Turn Bay Length (ft)	525		255	120			450		165		
Base Capacity (vph)	567	1784	1009	324	682	647	730	1770	486	1297	755
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.19	0.44	0.10	0.24	0.15	0.26	0.14	0.32	0.36	0.39

Intersection Summary

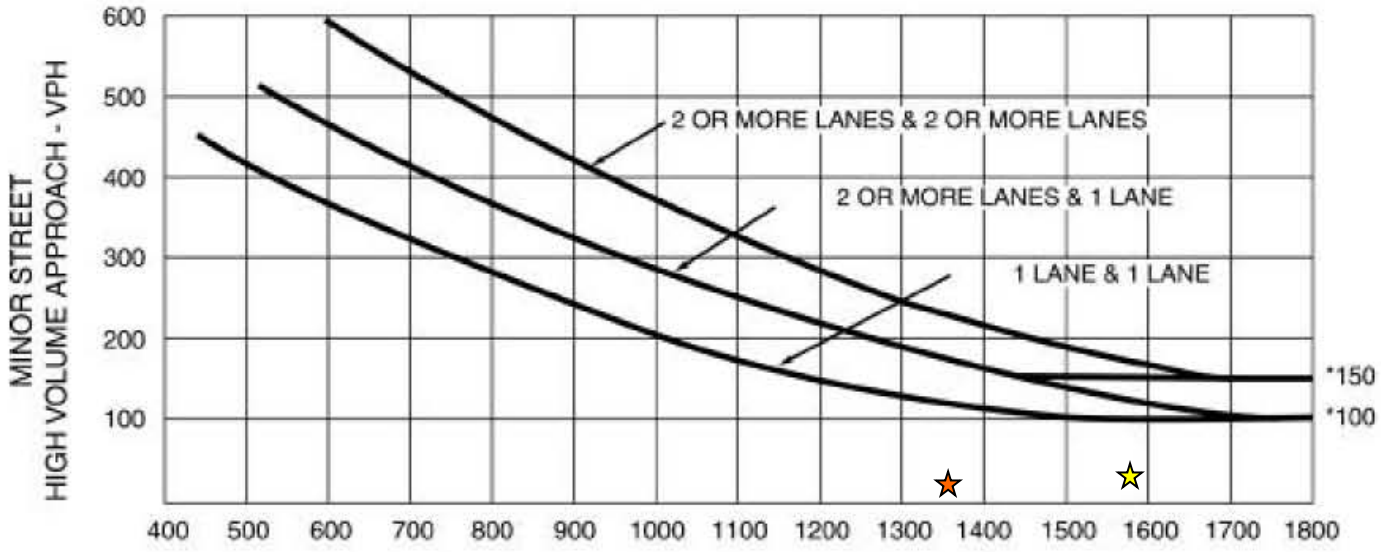
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Peak Hour Warrant (Urban Areas)

Intersection #2: Woodborough Place and Buchanan Road
Scenario: Existing plus Project Conditions

Figure 4C-3. Warrant 3, Peak Hour

Minor Street Volume = 17 (31) VPH



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

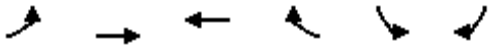
Major Street Volume = 1355 (1583) VPH

AM peak hour
PM peak hour

A signal is not warranted for both A.M. & P.M. Peak Hour

Source: CA MUTCD 2014, Chapter 4C – Traffic Control Signal Needs Studies, Part 4 - Highway Traffic Signals, Figure 4C-3

Appendix D – Cumulative (Year 2035) Conditions Intersections Level of Service Worksheets



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	295	313	868	336	203	208
Future Volume (veh/h)	295	313	868	336	203	208
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	295	313	868	336	203	208
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	326	1381	944	782	271	242
Arrive On Green	0.18	0.74	0.51	0.51	0.15	0.15
Sat Flow, veh/h	1774	1863	1863	1543	1774	1583
Grp Volume(v), veh/h	295	313	868	336	203	208
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1543	1774	1583
Q Serve(g_s), s	16.2	5.2	42.7	13.6	10.9	12.7
Cycle Q Clear(g_c), s	16.2	5.2	42.7	13.6	10.9	12.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	326	1381	944	782	271	242
V/C Ratio(X)	0.90	0.23	0.92	0.43	0.75	0.86
Avail Cap(c_a), veh/h	357	1472	1003	831	375	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	4.0	22.6	15.4	40.2	41.0
Incr Delay (d2), s/veh	23.3	0.1	12.7	0.4	3.6	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	2.6	25.0	5.9	5.6	11.4
LnGrp Delay(d),s/veh	63.0	4.1	35.3	15.8	43.8	53.5
LnGrp LOS	E	A	D	B	D	D
Approach Vol, veh/h		608	1204		411	
Approach Delay, s/veh		32.7	29.8		48.7	
Approach LOS		C	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		78.6		20.7	23.3	55.4		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		78.5		21.0	20.0	53.5		
Max Q Clear Time (g_c+I1), s		7.2		14.7	18.2	44.7		
Green Ext Time (p_c), s		14.1		0.5	0.1	5.6		

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	506	10	1	1184	0	16	0	5	5	0	4
Future Vol, veh/h	0	506	10	1	1184	0	16	0	5	5	0	4
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	506	10	1	1184	0	16	0	5	5	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1184	0	0	516	0	0	1697	1697	511	1700	1702	1186
Stage 1	-	-	-	-	-	-	511	511	-	1186	1186	-
Stage 2	-	-	-	-	-	-	1186	1186	-	514	516	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	590	-	-	1050	-	-	73	92	563	73	92	230
Stage 1	-	-	-	-	-	-	545	537	-	230	262	-
Stage 2	-	-	-	-	-	-	230	262	-	543	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	589	-	-	1050	-	-	71	92	563	72	92	230
Mov Cap-2 Maneuver	-	-	-	-	-	-	71	92	-	72	92	-
Stage 1	-	-	-	-	-	-	545	537	-	230	261	-
Stage 2	-	-	-	-	-	-	225	261	-	538	534	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	56.8	41.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	90	589	-	-	1050	-	-	72	230
HCM Lane V/C Ratio	0.233	-	-	-	0.001	-	-	0.069	0.017
HCM Control Delay (s)	56.8	0	-	-	8.4	0	-	58.7	20.9
HCM Lane LOS	F	A	-	-	A	A	-	F	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.2	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	444	73	31	1037	12	156	118	59	15	11	19
Future Volume (veh/h)	10	444	73	31	1037	12	156	118	59	15	11	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	10	444	73	31	1037	12	156	118	59	15	11	19
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	1096	930	79	1130	13	295	190	95	177	99	171
Arrive On Green	0.02	0.59	0.59	0.04	0.61	0.61	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	1863	1582	1774	1837	21	1355	1166	583	1192	608	1050
Grp Volume(v), veh/h	10	444	73	31	0	1049	156	0	177	15	0	30
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1858	1355	0	1749	1192	0	1658
Q Serve(g_s), s	0.4	9.7	1.5	1.3	0.0	37.7	8.4	0.0	7.1	0.9	0.0	1.2
Cycle Q Clear(g_c), s	0.4	9.7	1.5	1.3	0.0	37.7	9.6	0.0	7.1	8.0	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.33	1.00		0.63
Lane Grp Cap(c), veh/h	31	1096	930	79	0	1143	295	0	284	177	0	270
V/C Ratio(X)	0.32	0.41	0.08	0.39	0.00	0.92	0.53	0.00	0.62	0.08	0.00	0.11
Avail Cap(c_a), veh/h	164	1342	1140	164	0	1339	486	0	532	345	0	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	8.4	6.7	35.1	0.0	12.9	31.1	0.0	29.5	33.2	0.0	27.0
Incr Delay (d2), s/veh	2.2	0.1	0.0	1.2	0.0	8.6	0.5	0.0	0.8	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.0	0.7	0.7	0.0	21.7	3.2	0.0	3.5	0.3	0.0	0.5
LnGrp Delay(d),s/veh	38.9	8.5	6.7	36.3	0.0	21.5	31.6	0.0	30.3	33.3	0.0	27.1
LnGrp LOS	D	A	A	D		C	C		C	C		C
Approach Vol, veh/h		527			1080			333			45	
Approach Delay, s/veh		8.8			21.9			30.9			29.2	
Approach LOS		A			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	50.0		17.3	6.3	52.0		17.3
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	7.0	54.5		23.0	7.0	54.5		23.0
Max Q Clear Time (g_c+I1), s	3.3	11.7		10.0	2.4	39.7		11.6
Green Ext Time (p_c), s	0.0	9.6		0.8	0.0	6.8		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	20.1
HCM 2010 LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	443	57	35	1000	25	56	1	63	27	4	24
Future Volume (veh/h)	18	443	57	35	1000	25	56	1	63	27	4	24
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	18	443	57	35	1000	25	56	1	63	27	4	26
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1133	943	77	1133	28	219	2	147	188	20	132
Arrive On Green	0.03	0.61	0.61	0.04	0.63	0.63	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1774	1863	1551	1774	1810	45	1368	25	1554	1327	214	1394
Grp Volume(v), veh/h	18	443	57	35	0	1025	56	0	64	27	0	30
Grp Sat Flow(s),veh/h/ln	1774	1863	1551	1774	0	1855	1368	0	1579	1327	0	1608
Q Serve(g_s), s	0.6	7.8	1.0	1.2	0.0	29.5	2.5	0.0	2.4	1.3	0.0	1.1
Cycle Q Clear(g_c), s	0.6	7.8	1.0	1.2	0.0	29.5	3.6	0.0	2.4	3.7	0.0	1.1
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.98	1.00		0.87
Lane Grp Cap(c), veh/h	46	1133	943	77	0	1161	219	0	150	188	0	152
V/C Ratio(X)	0.40	0.39	0.06	0.45	0.00	0.88	0.26	0.00	0.43	0.14	0.00	0.20
Avail Cap(c_a), veh/h	169	3011	2506	258	0	3091	545	0	527	505	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.6	6.4	5.1	29.8	0.0	10.0	28.3	0.0	27.3	29.0	0.0	26.7
Incr Delay (d2), s/veh	2.0	0.1	0.0	1.5	0.0	0.9	0.2	0.0	0.7	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.0	0.4	0.6	0.0	15.1	1.0	0.0	1.1	0.5	0.0	0.5
LnGrp Delay(d),s/veh	32.7	6.5	5.1	31.3	0.0	10.9	28.6	0.0	28.0	29.1	0.0	26.9
LnGrp LOS	C	A	A	C		B	C		C	C		C
Approach Vol, veh/h		518			1060			120			57	
Approach Delay, s/veh		7.3			11.6			28.3			28.0	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	44.8		11.1	6.7	46.0		11.1
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	9.3	103.2		21.3	6.1	106.4		21.3
Max Q Clear Time (g_c+I1), s	3.2	9.8		5.7	2.6	31.5		5.6
Green Ext Time (p_c), s	0.0	8.5		0.3	0.0	8.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

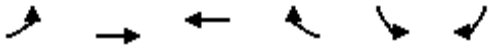
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	425	244	37	27	384	433	416	699	58	43	197	148
Future Volume (veh/h)	425	244	37	27	384	433	416	699	58	43	197	148
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	425	244	0	27	384	0	416	699	58	43	197	148
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	446	1561	698	43	398	338	437	1168	97	55	490	219
Arrive On Green	0.25	0.44	0.00	0.02	0.21	0.00	0.25	0.35	0.35	0.03	0.14	0.14
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3306	274	1774	3539	1583
Grp Volume(v), veh/h	425	244	0	27	384	0	416	374	383	43	197	148
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1810	1774	1770	1583
Q Serve(g_s), s	29.8	5.2	0.0	1.9	25.8	0.0	29.2	21.9	21.9	3.0	6.4	11.2
Cycle Q Clear(g_c), s	29.8	5.2	0.0	1.9	25.8	0.0	29.2	21.9	21.9	3.0	6.4	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	446	1561	698	43	398	338	437	625	639	55	490	219
V/C Ratio(X)	0.95	0.16	0.00	0.63	0.96	0.00	0.95	0.60	0.60	0.78	0.40	0.68
Avail Cap(c_a), veh/h	446	1561	698	88	398	338	437	676	692	125	731	327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	21.2	0.0	61.1	49.2	0.0	46.9	33.5	33.5	60.8	49.7	51.8
Incr Delay (d2), s/veh	30.5	0.2	0.0	10.7	37.1	0.0	31.3	1.1	1.0	15.8	0.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.4	2.6	0.0	1.1	17.3	0.0	18.1	10.9	11.1	1.7	3.2	5.1
LnGrp Delay(d),s/veh	77.1	21.4	0.0	71.8	86.4	0.0	78.3	34.6	34.6	76.6	50.1	54.4
LnGrp LOS	E	C		E	F		E	C	C	E	D	D
Approach Vol, veh/h		669			411			1173			388	
Approach Delay, s/veh		56.8			85.4			50.1			54.7	
Approach LOS		E			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	49.6	7.6	60.7	35.6	22.5	36.3	32.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	3.9	48.3	6.3	52.5	31.1	26.1	31.8	27.0
Max Q Clear Time (g_c+I1), s	5.0	23.9	3.9	7.2	31.2	13.2	31.8	27.8
Green Ext Time (p_c), s	0.0	5.1	0.0	13.0	0.0	4.1	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	57.9	
HCM 2010 LOS	E	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	151	846	350	255	427	291
Future Volume (veh/h)	151	846	350	255	427	291
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	151	846	350	255	427	291
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	215	1023	644	534	493	440
Arrive On Green	0.12	0.55	0.35	0.35	0.28	0.28
Sat Flow, veh/h	1774	1863	1863	1544	1774	1583
Grp Volume(v), veh/h	151	846	350	255	427	291
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1544	1774	1583
Q Serve(g_s), s	5.0	22.8	9.2	7.9	13.9	9.9
Cycle Q Clear(g_c), s	5.0	22.8	9.2	7.9	13.9	9.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	215	1023	644	534	493	440
V/C Ratio(X)	0.70	0.83	0.54	0.48	0.87	0.66
Avail Cap(c_a), veh/h	263	1281	852	707	663	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	11.3	16.0	15.6	20.9	19.4
Incr Delay (d2), s/veh	4.7	3.7	0.7	0.7	7.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	12.6	4.8	3.4	7.8	8.5
LnGrp Delay(d),s/veh	30.3	15.0	16.7	16.2	28.7	20.3
LnGrp LOS	C	B	B	B	C	C
Approach Vol, veh/h		997	605		718	
Approach Delay, s/veh		17.4	16.5		25.3	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		38.4		22.4	12.4	26.0		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		41.8		22.7	9.0	27.8		
Max Q Clear Time (g_c+I1), s		24.8		15.9	7.0	11.2		
Green Ext Time (p_c), s		8.6		1.0	0.0	8.5		

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Notes

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1260	13	2	588	0	7	0	2	28	0	10
Future Vol, veh/h	0	1260	13	2	588	0	7	0	2	28	0	10
Conflicting Peds, #/hr	0	0	2	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1260	13	2	588	0	7	0	2	28	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	1273	0	0	1859	1859	1268	1860	1865	590
Stage 1	-	-	-	-	-	-	1267	1267	-	592	592	-
Stage 2	-	-	-	-	-	-	592	592	-	1268	1273	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	987	-	-	546	-	-	56	73	206	56	73	508
Stage 1	-	-	-	-	-	-	207	240	-	493	494	-
Stage 2	-	-	-	-	-	-	493	494	-	207	238	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	985	-	-	545	-	-	55	73	206	55	73	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	73	-	55	73	-
Stage 1	-	-	-	-	-	-	207	240	-	493	492	-
Stage 2	-	-	-	-	-	-	480	492	-	205	238	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	68	95.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	66	985	-	-	545	-	-	55	507
HCM Lane V/C Ratio	0.136	-	-	-	0.004	-	-	0.509	0.02
HCM Control Delay (s)	68	0	-	-	11.6	0	-	124.9	12.2
HCM Lane LOS	F	A	-	-	B	A	-	F	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	2	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1153	147	55	524	12	105	23	68	199	104	18
Future Volume (veh/h)	7	1153	147	55	524	12	105	23	68	199	104	18
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	1153	147	55	524	12	105	23	68	199	104	18
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	1167	989	88	1203	28	231	80	237	250	300	52
Arrive On Green	0.01	0.63	0.63	0.05	0.66	0.66	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1774	1863	1580	1774	1814	42	1257	413	1222	1292	1546	268
Grp Volume(v), veh/h	7	1153	147	55	0	536	105	0	91	199	0	122
Grp Sat Flow(s),veh/h/ln	1774	1863	1580	1774	0	1855	1257	0	1636	1292	0	1813
Q Serve(g_s), s	0.5	72.1	4.6	3.6	0.0	16.2	9.3	0.0	5.6	17.4	0.0	6.9
Cycle Q Clear(g_c), s	0.5	72.1	4.6	3.6	0.0	16.2	16.3	0.0	5.6	23.0	0.0	6.9
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.75	1.00		0.15
Lane Grp Cap(c), veh/h	22	1167	989	88	0	1231	231	0	317	250	0	351
V/C Ratio(X)	0.32	0.99	0.15	0.63	0.00	0.44	0.45	0.00	0.29	0.80	0.00	0.35
Avail Cap(c_a), veh/h	105	1169	991	105	0	1231	231	0	317	250	0	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.1	21.8	9.1	55.3	0.0	9.5	48.4	0.0	40.8	51.1	0.0	41.4
Incr Delay (d2), s/veh	3.2	23.4	0.0	4.3	0.0	0.1	0.5	0.0	0.2	15.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	44.1	2.0	1.9	0.0	8.2	3.3	0.0	2.6	7.5	0.0	3.5
LnGrp Delay(d),s/veh	61.3	45.1	9.2	59.7	0.0	9.5	48.9	0.0	41.0	66.3	0.0	41.6
LnGrp LOS	E	D	A	E		A	D		D	E		D
Approach Vol, veh/h		1307			591			196			321	
Approach Delay, s/veh		41.2			14.2			45.2			56.9	
Approach LOS		D			B			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.9	79.8		28.0	6.4	84.2		28.0
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	7.0	74.5		23.0	7.0	74.5		23.0
Max Q Clear Time (g_c+I1), s	5.6	74.1		25.0	2.5	18.2		18.3
Green Ext Time (p_c), s	0.0	0.3		0.0	0.0	13.1		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		37.0
HCM 2010 LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1326	57	74	508	35	42	0	52	41	2	41
Future Volume (veh/h)	37	1326	57	74	508	35	42	0	52	41	2	41
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	37	1326	57	74	508	35	42	0	52	41	2	41
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	1384	1175	94	1310	90	128	0	125	120	6	120
Arrive On Green	0.03	0.74	0.74	0.05	0.76	0.76	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1774	1863	1582	1774	1720	119	1358	0	1583	1347	74	1520
Grp Volume(v), veh/h	37	1326	57	74	0	543	42	0	52	41	0	43
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1839	1358	0	1583	1347	0	1594
Q Serve(g_s), s	2.7	82.0	1.2	5.3	0.0	12.9	3.9	0.0	4.0	3.9	0.0	3.3
Cycle Q Clear(g_c), s	2.7	82.0	1.2	5.3	0.0	12.9	7.2	0.0	4.0	7.9	0.0	3.3
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.95
Lane Grp Cap(c), veh/h	61	1384	1175	94	0	1400	128	0	125	120	0	126
V/C Ratio(X)	0.61	0.96	0.05	0.79	0.00	0.39	0.33	0.00	0.42	0.34	0.00	0.34
Avail Cap(c_a), veh/h	120	1528	1298	96	0	1484	242	0	258	233	0	260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	14.8	4.4	60.4	0.0	5.2	59.7	0.0	56.6	60.4	0.0	56.3
Incr Delay (d2), s/veh	3.6	13.3	0.0	31.4	0.0	0.1	0.5	0.0	0.8	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	46.3	0.5	3.4	0.0	6.5	1.5	0.0	1.8	1.5	0.0	1.5
LnGrp Delay(d),s/veh	65.1	28.1	4.4	91.8	0.0	5.3	60.2	0.0	57.4	61.0	0.0	56.8
LnGrp LOS	E	C	A	F		A	E		E	E		E
Approach Vol, veh/h		1420			617			94			84	
Approach Delay, s/veh		28.1			15.6			58.7			58.9	
Approach LOS		C			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	101.8		15.3	9.5	104.2		15.3
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	7.8	105.8		21.0	8.7	104.1		21.0
Max Q Clear Time (g_c+I1), s	11.3	84.0		9.9	4.7	14.9		9.2
Green Ext Time (p_c), s	0.0	11.9		0.3	0.0	18.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.1
HCM 2010 LOS	C

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	407	504	697	54	247	129	260	409	36	264	603	408
Future Volume (veh/h)	407	504	697	54	247	129	260	409	36	264	603	408
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	407	504	0	54	247	0	260	409	36	264	603	408
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	1399	626	69	372	316	279	782	69	279	840	370
Arrive On Green	0.23	0.40	0.00	0.04	0.20	0.00	0.16	0.24	0.24	0.16	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3292	289	1774	3539	1557
Grp Volume(v), veh/h	407	504	0	54	247	0	260	219	226	264	603	408
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1811	1774	1770	1557
Q Serve(g_s), s	25.3	11.2	0.0	3.4	13.6	0.0	16.1	12.0	12.1	16.4	17.4	26.4
Cycle Q Clear(g_c), s	25.3	11.2	0.0	3.4	13.6	0.0	16.1	12.0	12.1	16.4	17.4	26.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	416	1399	626	69	372	316	279	420	430	279	840	370
V/C Ratio(X)	0.98	0.36	0.00	0.78	0.66	0.00	0.93	0.52	0.53	0.95	0.72	1.10
Avail Cap(c_a), veh/h	416	1458	652	101	436	370	279	420	430	279	840	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	23.7	0.0	52.9	41.1	0.0	46.3	36.9	36.9	46.4	39.0	42.4
Incr Delay (d2), s/veh	38.0	0.7	0.0	17.3	9.0	0.0	36.2	0.9	0.9	39.2	2.8	77.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	5.6	0.0	2.0	7.9	0.0	10.7	5.9	6.1	11.0	8.9	19.4
LnGrp Delay(d),s/veh	80.2	24.4	0.0	70.3	50.1	0.0	82.4	37.8	37.9	85.5	41.8	120.2
LnGrp LOS	F	C		E	D		F	D	D	F	D	F
Approach Vol, veh/h		911			301			705			1275	
Approach Delay, s/veh		49.4			53.7			54.3			75.9	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	31.4	8.8	48.9	22.0	31.4	30.6	27.2
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	17.5	26.4	6.3	45.8	17.5	26.4	26.1	26.0
Max Q Clear Time (g_c+I1), s	18.4	14.1	5.4	13.2	18.1	28.4	27.3	15.6
Green Ext Time (p_c), s	0.0	5.3	0.0	13.8	0.0	0.0	0.0	6.4

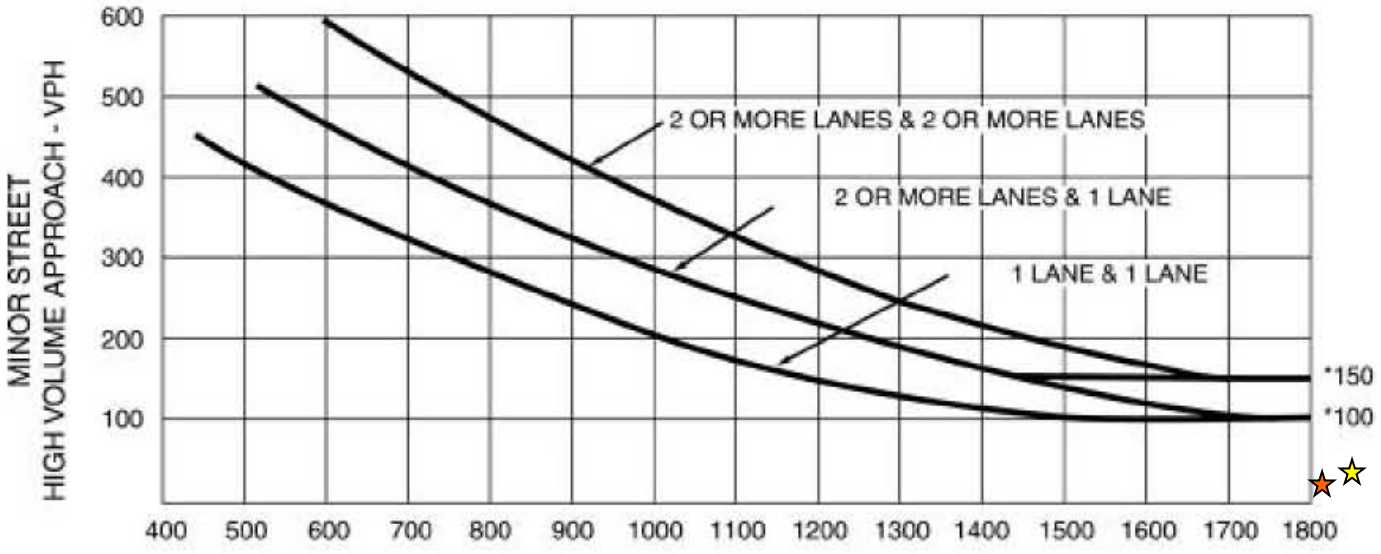
Intersection Summary		
HCM 2010 Ctrl Delay	61.5	
HCM 2010 LOS	E	

Peak Hour Warrant (Urban Areas)

Intersection #2: Woodborough Place and Buchanan Road
Scenario: Cumulative (Year 2035) Conditions

Figure 4C-3. Warrant 3, Peak Hour

Minor Street Volume = 21 (38) VPH



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

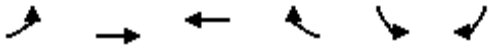
Major Street Volume = 1924 (2273) VPH

★ **AM peak hour**
★ **PM peak hour**

A signal is not warranted for both A.M. & P.M. Peak Hour

Source: CA MUTCD 2014, Chapter 4C – Traffic Control Signal Needs Studies, Part 4 - Highway Traffic Signals, Figure 4C-3

Appendix E – Cumulative (2035) plus Project Conditions
Intersections
Level of Service Worksheets



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	295	324	879	341	208	208
Future Volume (veh/h)	295	324	879	341	208	208
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	295	324	879	341	208	208
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	326	1383	948	786	271	242
Arrive On Green	0.18	0.74	0.51	0.51	0.15	0.15
Sat Flow, veh/h	1774	1863	1863	1543	1774	1583
Grp Volume(v), veh/h	295	324	879	341	208	208
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1543	1774	1583
Q Serve(g_s), s	16.3	5.4	44.0	14.0	11.3	12.9
Cycle Q Clear(g_c), s	16.3	5.4	44.0	14.0	11.3	12.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	326	1383	948	786	271	242
V/C Ratio(X)	0.91	0.23	0.93	0.43	0.77	0.86
Avail Cap(c_a), veh/h	354	1458	993	823	371	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	4.0	22.9	15.5	40.8	41.4
Incr Delay (d2), s/veh	23.9	0.1	13.9	0.4	4.7	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	2.8	26.1	6.0	5.9	11.6
LnGrp Delay(d),s/veh	64.0	4.1	36.8	15.9	45.4	54.4
LnGrp LOS	E	A	D	B	D	D
Approach Vol, veh/h		619	1220		416	
Approach Delay, s/veh		32.6	31.0		49.9	
Approach LOS		C	C		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		79.5		20.8	23.4	56.1		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		78.5		21.0	20.0	53.5		
Max Q Clear Time (g_c+I1), s		7.4		14.9	18.3	46.0		
Green Ext Time (p_c), s		14.6		0.5	0.1	5.0		

Intersection Summary	
HCM 2010 Ctrl Delay	34.9
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	522	10	1	1200	0	16	0	5	5	0	4
Future Vol, veh/h	0	522	10	1	1200	0	16	0	5	5	0	4
Conflicting Peds, #/hr	0	0	2	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	522	10	1	1200	0	16	0	5	5	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1200	0	0	532	0	0	1729	1729	527	1732	1734	1202
Stage 1	-	-	-	-	-	-	527	527	-	1202	1202	-
Stage 2	-	-	-	-	-	-	1202	1202	-	530	532	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	582	-	-	1036	-	-	69	88	551	69	88	225
Stage 1	-	-	-	-	-	-	535	528	-	225	258	-
Stage 2	-	-	-	-	-	-	225	258	-	533	526	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	581	-	-	1036	-	-	67	88	551	68	88	225
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	88	-	68	88	-
Stage 1	-	-	-	-	-	-	535	528	-	225	257	-
Stage 2	-	-	-	-	-	-	220	257	-	528	526	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	60.7	44
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	85	581	-	-	1036	-	-	68	225
HCM Lane V/C Ratio	0.247	-	-	-	0.001	-	-	0.074	0.018
HCM Control Delay (s)	60.7	0	-	-	8.5	0	-	62.1	21.3
HCM Lane LOS	F	A	-	-	A	A	-	F	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0.2	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	460	73	33	1053	14	156	118	61	17	11	19
Future Volume (veh/h)	10	460	73	33	1053	14	156	118	61	17	11	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	10	460	73	33	1053	14	156	118	61	17	11	19
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	1103	937	81	1138	15	291	186	96	172	98	170
Arrive On Green	0.02	0.59	0.59	0.05	0.62	0.62	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1774	1863	1582	1774	1833	24	1355	1151	595	1190	608	1050
Grp Volume(v), veh/h	10	460	73	33	0	1067	156	0	179	17	0	30
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1858	1355	0	1747	1190	0	1658
Q Serve(g_s), s	0.4	10.4	1.5	1.4	0.0	39.7	8.6	0.0	7.4	1.0	0.0	1.2
Cycle Q Clear(g_c), s	0.4	10.4	1.5	1.4	0.0	39.7	9.8	0.0	7.4	8.5	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.34	1.00		0.63
Lane Grp Cap(c), veh/h	31	1103	937	81	0	1153	291	0	283	172	0	268
V/C Ratio(X)	0.32	0.42	0.08	0.40	0.00	0.93	0.54	0.00	0.63	0.10	0.00	0.11
Avail Cap(c_a), veh/h	160	1310	1113	160	0	1307	474	0	518	332	0	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.6	8.6	6.8	35.9	0.0	13.1	31.9	0.0	30.3	34.3	0.0	27.7
Incr Delay (d2), s/veh	2.2	0.1	0.0	1.2	0.0	9.9	0.6	0.0	0.9	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.3	0.7	0.7	0.0	23.0	3.3	0.0	3.6	0.3	0.0	0.6
LnGrp Delay(d),s/veh	39.8	8.7	6.8	37.1	0.0	23.0	32.5	0.0	31.2	34.4	0.0	27.8
LnGrp LOS	D	A	A	D		C	C		C	C		C
Approach Vol, veh/h		543			1100			335			47	
Approach Delay, s/veh		9.0			23.4			31.8			30.2	
Approach LOS		A			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	51.4		17.5	6.4	53.6		17.5
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	7.0	54.5		23.0	7.0	54.5		23.0
Max Q Clear Time (g_c+I1), s	3.4	12.4		10.5	2.4	41.7		11.8
Green Ext Time (p_c), s	0.0	10.0		0.8	0.0	6.4		0.7

Intersection Summary		
HCM 2010 Ctrl Delay		21.1
HCM 2010 LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	459	59	35	1017	25	58	1	63	27	4	28
Future Volume (veh/h)	22	459	59	35	1017	25	58	1	63	27	4	28
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	459	59	35	1017	25	58	1	63	27	4	30
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	1154	961	76	1145	28	212	2	150	185	18	137
Arrive On Green	0.03	0.62	0.62	0.04	0.63	0.63	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1774	1863	1551	1774	1810	45	1363	25	1554	1327	189	1416
Grp Volume(v), veh/h	22	459	59	35	0	1042	58	0	64	27	0	34
Grp Sat Flow(s),veh/h/ln	1774	1863	1551	1774	0	1855	1363	0	1579	1327	0	1604
Q Serve(g_s), s	0.8	8.4	1.0	1.3	0.0	31.7	2.8	0.0	2.6	1.3	0.0	1.3
Cycle Q Clear(g_c), s	0.8	8.4	1.0	1.3	0.0	31.7	4.1	0.0	2.6	3.9	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.98	1.00		0.88
Lane Grp Cap(c), veh/h	53	1154	961	76	0	1173	212	0	153	185	0	155
V/C Ratio(X)	0.41	0.40	0.06	0.46	0.00	0.89	0.27	0.00	0.42	0.15	0.00	0.22
Avail Cap(c_a), veh/h	161	2859	2380	245	0	2935	512	0	500	477	0	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.0	6.5	5.1	31.4	0.0	10.4	29.9	0.0	28.6	30.4	0.0	28.0
Incr Delay (d2), s/veh	1.9	0.1	0.0	1.6	0.0	1.0	0.3	0.0	0.7	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.2	0.4	0.7	0.0	16.2	1.0	0.0	1.1	0.5	0.0	0.6
LnGrp Delay(d),s/veh	33.9	6.5	5.1	33.0	0.0	11.3	30.2	0.0	29.3	30.6	0.0	28.3
LnGrp LOS	C	A	A	C		B	C		C	C		C
Approach Vol, veh/h		540			1077			122			61	
Approach Delay, s/veh		7.5			12.0			29.7			29.3	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	47.7		11.6	7.1	48.5		11.6
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	9.3	103.2		21.3	6.1	106.4		21.3
Max Q Clear Time (g_c+I1), s	3.3	10.4		5.9	2.8	33.7		6.1
Green Ext Time (p_c), s	0.0	8.9		0.4	0.0	8.8		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	433	248	41	27	388	433	420	699	58	43	197	157
Future Volume (veh/h)	433	248	41	27	388	433	420	699	58	43	197	157
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	433	248	0	27	388	0	420	699	58	43	197	157
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	444	1553	695	43	396	337	434	1178	98	55	505	226
Arrive On Green	0.25	0.44	0.00	0.02	0.21	0.00	0.24	0.36	0.36	0.03	0.14	0.14
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3306	274	1774	3539	1583
Grp Volume(v), veh/h	433	248	0	27	388	0	420	374	383	43	197	157
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1810	1774	1770	1583
Q Serve(g_s), s	30.8	5.4	0.0	1.9	26.3	0.0	29.8	21.9	21.9	3.1	6.4	12.0
Cycle Q Clear(g_c), s	30.8	5.4	0.0	1.9	26.3	0.0	29.8	21.9	21.9	3.1	6.4	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	444	1553	695	43	396	337	434	631	645	55	505	226
V/C Ratio(X)	0.98	0.16	0.00	0.63	0.98	0.00	0.97	0.59	0.59	0.78	0.39	0.69
Avail Cap(c_a), veh/h	444	1553	695	88	396	337	434	673	688	124	727	325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	21.5	0.0	61.4	49.8	0.0	47.5	33.4	33.4	61.1	49.4	51.8
Incr Delay (d2), s/veh	36.0	0.2	0.0	10.7	40.5	0.0	34.7	1.0	1.0	15.8	0.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.5	2.7	0.0	1.1	18.0	0.0	18.8	10.9	11.1	1.7	3.2	5.4
LnGrp Delay(d),s/veh	83.3	21.7	0.0	72.2	90.3	0.0	82.1	34.4	34.4	76.9	49.8	54.7
LnGrp LOS	F	C		E	F		F	C	C	E	D	D
Approach Vol, veh/h		681			415			1177			397	
Approach Delay, s/veh		60.9			89.1			51.4			54.7	
Approach LOS		E			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	50.3	7.6	60.7	35.6	23.1	36.3	32.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	4.0	48.3	6.3	52.5	31.1	26.1	31.8	27.0
Max Q Clear Time (g_c+I1), s	5.1	23.9	3.9	7.4	31.8	14.0	32.8	28.3
Green Ext Time (p_c), s	0.0	5.1	0.0	13.2	0.0	4.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		60.2
HCM 2010 LOS		E

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	528	1092	14	9	8
Future Vol, veh/h	10	528	1092	14	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	528	1092	14	9	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1106	0	-	0	1647	1099
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	548	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	631	-	-	-	109	258
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	631	-	-	-	107	258
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	32.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	631	-	-	-	148
HCM Lane V/C Ratio	0.016	-	-	-	0.115
HCM Control Delay (s)	10.8	0	-	-	32.5
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

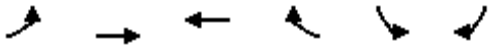
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	527	1094	9	13	12
Future Vol, veh/h	10	527	1094	9	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	527	1094	9	13	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1103	0	-	0	1646	1099
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	633	-	-	-	109	258
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	633	-	-	-	107	258
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	567	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	34
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	633	-	-	-	149
HCM Lane V/C Ratio	0.016	-	-	-	0.168
HCM Control Delay (s)	10.8	0	-	-	34
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.6



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	151	859	363	261	433	291
Future Volume (veh/h)	151	859	363	261	433	291
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	151	859	363	261	433	291
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	211	1028	656	544	496	443
Arrive On Green	0.12	0.55	0.35	0.35	0.28	0.28
Sat Flow, veh/h	1774	1863	1863	1544	1774	1583
Grp Volume(v), veh/h	151	859	363	261	433	291
Grp Sat Flow(s),veh/h/ln	1774	1863	1863	1544	1774	1583
Q Serve(g_s), s	5.1	23.9	9.8	8.2	14.5	10.1
Cycle Q Clear(g_c), s	5.1	23.9	9.8	8.2	14.5	10.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	211	1028	656	544	496	443
V/C Ratio(X)	0.72	0.84	0.55	0.48	0.87	0.66
Avail Cap(c_a), veh/h	256	1250	832	689	647	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	11.6	16.2	15.7	21.4	19.8
Incr Delay (d2), s/veh	5.6	4.3	0.7	0.7	9.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	13.4	5.1	3.6	8.3	8.8
LnGrp Delay(d),s/veh	32.0	15.9	16.9	16.4	30.3	20.8
LnGrp LOS	C	B	B	B	C	C
Approach Vol, veh/h		1010	624		724	
Approach Delay, s/veh		18.3	16.7		26.5	
Approach LOS		B	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		39.4		22.9	12.4	26.9		
Change Period (Y+Rc), s		5.0		5.5	5.0	5.0		
Max Green Setting (Gmax), s		41.8		22.7	9.0	27.8		
Max Q Clear Time (g_c+I1), s		25.9		16.5	7.1	11.8		
Green Ext Time (p_c), s		8.5		0.9	0.0	8.5		

Intersection Summary	
HCM 2010 Ctrl Delay	20.4
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1279	13	2	607	0	7	0	2	28	0	10
Future Vol, veh/h	0	1279	13	2	607	0	7	0	2	28	0	10
Conflicting Peds, #/hr	0	0	2	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1279	13	2	607	0	7	0	2	28	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	607	0	0	1292	0	0	1897	1897	1287	1898	1903	609
Stage 1	-	-	-	-	-	-	1286	1286	-	611	611	-
Stage 2	-	-	-	-	-	-	611	611	-	1287	1292	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	971	-	-	537	-	-	53	69	201	53	69	495
Stage 1	-	-	-	-	-	-	202	235	-	481	484	-
Stage 2	-	-	-	-	-	-	481	484	-	202	233	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	969	-	-	536	-	-	52	69	201	52	69	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	69	-	52	69	-
Stage 1	-	-	-	-	-	-	202	235	-	481	481	-
Stage 2	-	-	-	-	-	-	468	481	-	200	233	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	72.7	103.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	62	969	-	-	536	-	-	52	494
HCM Lane V/C Ratio	0.145	-	-	-	0.004	-	-	0.538	0.02
HCM Control Delay (s)	72.7	0	-	-	11.7	0	-	136.4	12.4
HCM Lane LOS	F	A	-	-	B	A	-	F	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	2.1	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1172	147	57	543	15	105	23	71	202	104	18
Future Volume (veh/h)	7	1172	147	57	543	15	105	23	71	202	104	18
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	7	1172	147	57	543	15	105	23	71	202	104	18
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	1167	989	89	1198	33	230	77	239	246	299	52
Arrive On Green	0.01	0.63	0.63	0.05	0.66	0.66	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1774	1863	1580	1774	1804	50	1257	400	1234	1289	1546	268
Grp Volume(v), veh/h	7	1172	147	57	0	558	105	0	94	202	0	122
Grp Sat Flow(s),veh/h/ln	1774	1863	1580	1774	0	1854	1257	0	1634	1289	0	1813
Q Serve(g_s), s	0.5	74.5	4.6	3.8	0.0	17.2	9.4	0.0	5.9	17.1	0.0	6.9
Cycle Q Clear(g_c), s	0.5	74.5	4.6	3.8	0.0	17.2	16.3	0.0	5.9	23.0	0.0	6.9
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.76	1.00		0.15
Lane Grp Cap(c), veh/h	22	1167	989	89	0	1231	230	0	316	246	0	351
V/C Ratio(X)	0.32	1.00	0.15	0.64	0.00	0.45	0.46	0.00	0.30	0.82	0.00	0.35
Avail Cap(c_a), veh/h	104	1167	989	104	0	1231	230	0	316	246	0	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.3	22.2	9.2	55.5	0.0	9.6	48.5	0.0	41.1	51.6	0.0	41.5
Incr Delay (d2), s/veh	3.2	27.4	0.0	5.8	0.0	0.1	0.5	0.0	0.2	18.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	46.8	2.0	2.0	0.0	8.7	3.3	0.0	2.7	7.9	0.0	3.5
LnGrp Delay(d),s/veh	61.4	49.6	9.2	61.3	0.0	9.7	49.1	0.0	41.2	69.8	0.0	41.7
LnGrp LOS	E	F	A	E		A	D		D	E		D
Approach Vol, veh/h		1326			615			199			324	
Approach Delay, s/veh		45.2			14.5			45.4			59.2	
Approach LOS		D			B			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.9	80.0		28.0	6.4	84.5		28.0
Change Period (Y+Rc), s	5.0	5.5		5.0	5.0	5.5		5.0
Max Green Setting (Gmax), s	7.0	74.5		23.0	7.0	74.5		23.0
Max Q Clear Time (g_c+I1), s	5.8	76.5		25.0	2.5	19.2		18.3
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	13.7		0.6

Intersection Summary			
HCM 2010 Ctrl Delay		39.4	
HCM 2010 LOS		D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1346	59	74	528	35	44	0	52	41	2	45
Future Volume (veh/h)	41	1346	59	74	528	35	44	0	52	41	2	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	41	1346	59	74	528	35	44	0	52	41	2	45
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1393	1183	93	1320	88	122	0	124	117	5	120
Arrive On Green	0.04	0.75	0.75	0.05	0.77	0.77	0.08	0.00	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1774	1863	1582	1774	1725	114	1353	0	1583	1347	68	1526
Grp Volume(v), veh/h	41	1346	59	74	0	563	44	0	52	41	0	47
Grp Sat Flow(s),veh/h/ln	1774	1863	1582	1774	0	1840	1353	0	1583	1347	0	1594
Q Serve(g_s), s	3.0	87.7	1.3	5.5	0.0	13.8	4.3	0.0	4.2	4.0	0.0	3.7
Cycle Q Clear(g_c), s	3.0	87.7	1.3	5.5	0.0	13.8	8.0	0.0	4.2	8.2	0.0	3.7
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	62	1393	1183	93	0	1408	122	0	124	117	0	125
V/C Ratio(X)	0.66	0.97	0.05	0.80	0.00	0.40	0.36	0.00	0.42	0.35	0.00	0.38
Avail Cap(c_a), veh/h	116	1477	1254	93	0	1435	229	0	249	224	0	251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.6	15.3	4.4	62.5	0.0	5.3	62.2	0.0	58.6	62.5	0.0	58.4
Incr Delay (d2), s/veh	4.3	15.4	0.0	34.2	0.0	0.1	0.7	0.0	0.8	0.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	50.1	0.6	3.6	0.0	6.9	1.6	0.0	1.9	1.5	0.0	1.7
LnGrp Delay(d),s/veh	67.9	30.7	4.4	96.7	0.0	5.4	62.9	0.0	59.4	63.2	0.0	59.1
LnGrp LOS	E	C	A	F		A	E		E	E		E
Approach Vol, veh/h		1446			637			96			88	
Approach Delay, s/veh		30.7			16.0			61.0			61.0	
Approach LOS		C			B			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.1	105.8		15.6	9.8	108.1		15.6
Change Period (Y+Rc), s	5.1	6.0		5.1	5.1	6.0		5.1
Max Green Setting (Gmax), s	7.0	105.8		21.0	8.7	104.1		21.0
Max Q Clear Time (g_c+I1), s	7.5	89.7		10.2	5.0	15.8		10.0
Green Ext Time (p_c), s	0.0	10.1		0.3	0.0	19.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	29.0
HCM 2010 LOS	C

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	417	509	702	54	252	129	265	409	36	264	603	418
Future Volume (veh/h)	417	509	702	54	252	129	265	409	36	264	603	418
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	417	509	0	54	252	0	265	409	36	264	603	418
Adj No. of Lanes	1	2	1	1	1	1	1	2	0	1	2	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	1403	627	69	375	318	279	780	68	279	839	369
Arrive On Green	0.23	0.40	0.00	0.04	0.20	0.00	0.16	0.24	0.24	0.16	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	1863	1583	1774	3292	289	1774	3539	1557
Grp Volume(v), veh/h	417	509	0	54	252	0	265	219	226	264	603	418
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1863	1583	1774	1770	1811	1774	1770	1557
Q Serve(g_s), s	26.1	11.3	0.0	3.4	13.9	0.0	16.5	12.0	12.1	16.4	17.5	26.4
Cycle Q Clear(g_c), s	26.1	11.3	0.0	3.4	13.9	0.0	16.5	12.0	12.1	16.4	17.5	26.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	416	1403	627	69	375	318	279	419	429	279	839	369
V/C Ratio(X)	1.00	0.36	0.00	0.78	0.67	0.00	0.95	0.52	0.53	0.95	0.72	1.13
Avail Cap(c_a), veh/h	416	1455	651	100	435	370	279	419	429	279	839	369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	23.7	0.0	53.0	41.1	0.0	46.5	37.0	37.1	46.5	39.1	42.5
Incr Delay (d2), s/veh	45.0	0.7	0.0	17.4	9.3	0.0	40.8	0.9	1.0	39.6	2.8	88.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	5.7	0.0	2.0	8.1	0.0	11.3	5.9	6.2	11.1	8.9	20.4
LnGrp Delay(d),s/veh	87.6	24.4	0.0	70.5	50.4	0.0	87.3	37.9	38.0	86.1	41.9	130.6
LnGrp LOS	F	C		E	D		F	D	D	F	D	F
Approach Vol, veh/h		926			306			710			1285	
Approach Delay, s/veh		52.9			53.9			56.4			79.8	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	31.4	8.9	49.2	22.0	31.4	30.6	27.4
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	17.5	26.4	6.3	45.8	17.5	26.4	26.1	26.0
Max Q Clear Time (g_c+I1), s	18.4	14.1	5.4	13.3	18.5	28.4	28.1	15.9
Green Ext Time (p_c), s	0.0	5.3	0.0	14.0	0.0	0.0	0.0	6.3

Intersection Summary		
HCM 2010 Ctrl Delay		64.5
HCM 2010 LOS		E

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	10	1435	605	16	10	10
Future Vol, veh/h	10	1435	605	16	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	1435	605	16	10	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	621	0	-	0	2068	613
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	1455	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	960	-	-	-	60	492
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	214	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	960	-	-	-	57	492
Mov Cap-2 Maneuver	-	-	-	-	57	-
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	203	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	48.7
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	960	-	-	-	102
HCM Lane V/C Ratio	0.01	-	-	-	0.196
HCM Control Delay (s)	8.8	0	-	-	48.7
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	1430	607	10	16	14
Future Vol, veh/h	15	1430	607	10	16	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	1430	607	10	16	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	617	0	-	0	2072	612
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	1460	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	963	-	-	-	59	493
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	213	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	963	-	-	-	55	493
Mov Cap-2 Maneuver	-	-	-	-	55	-
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	197	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	60.3
HCM LOS			F

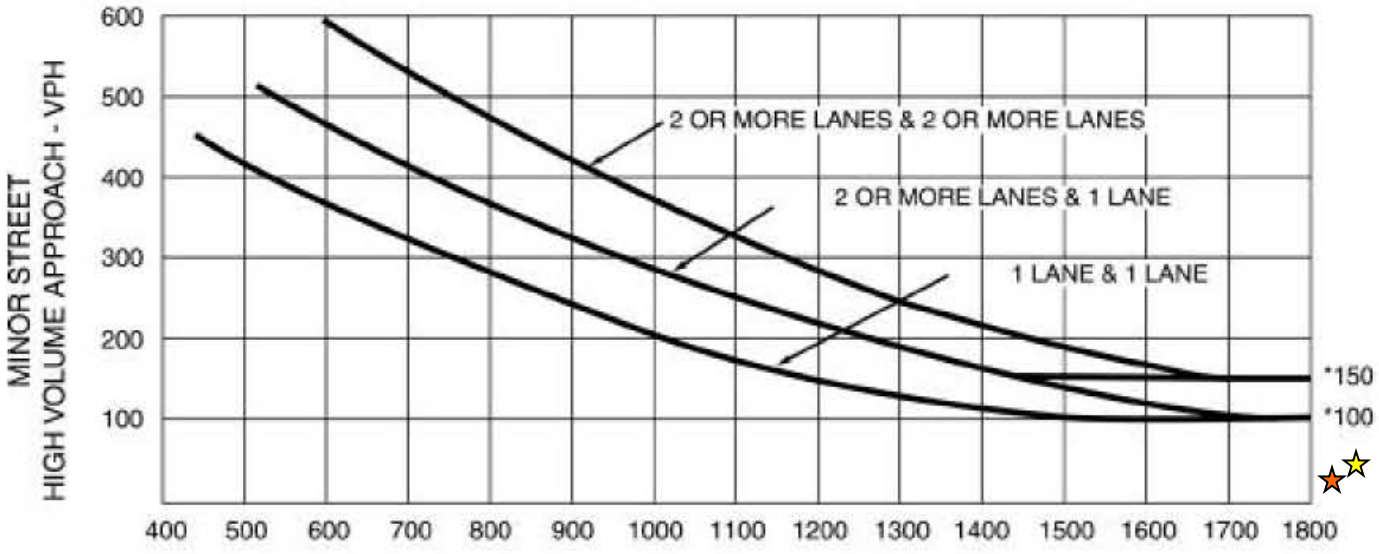
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	963	-	-	-	94
HCM Lane V/C Ratio	0.016	-	-	-	0.319
HCM Control Delay (s)	8.8	0	-	-	60.3
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Peak Hour Warrant (Urban Areas)

Intersection #2: Woodborough Place and Buchanan Road
Scenario: Cumulative plus Project Conditions

Figure 4C-3. Warrant 3, Peak Hour

Minor Street Volume = 21(38) VPH



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Major Street Volume = 1956(2011) VPH

AM peak hour
PM peak hour

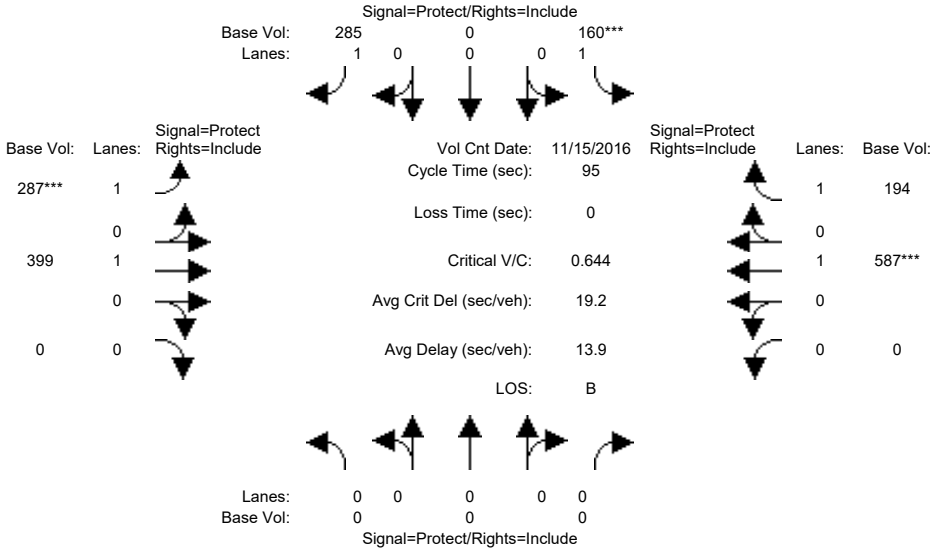
A signal is not warranted for both A.M. & P.M. Peak Hour

Source: CA MUTCD 2014, Chapter 4C – Traffic Control Signal Needs Studies, Part 4 - Highway Traffic Signals, Figure 4C-3

Appendix F – CCTA Methodology Traffix Software Intersections Level of Service Worksheets

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing AM

Intersection #1: Loveridge Road and Buchanan Road

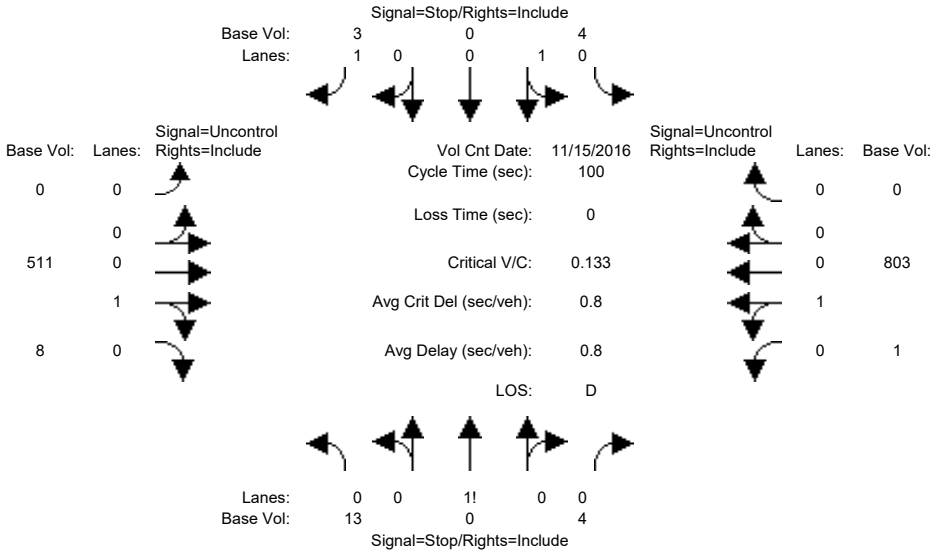


Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	0.0	0.0	0.0	5.5	0.0	5.5	5.0	5.0	0.0	0.0	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	0	0	0	160	0	285	287	399	0	0	587	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	285	287	399	0	0	587	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.92	0.92	0.92	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	0	0	0	174	0	310	327	454	0	0	607	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	174	0	310	327	454	0	0	607	201
RTOR Reduct:	0	0	0	0	0	310	0	0	0	0	0	174
RTOR Vol:	0	0	0	174	0	0	327	454	0	0	607	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	174	0	0	327	454	0	0	607	27
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.19	0.26	0.00	0.00	0.35	0.02
Crit Volume:		0		174			327				607	
Crit Moves:				****			****				****	

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #2: Woodborough Place and Buchanan Road




```
Street Name:         Woodborough Place                  Buchanan Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.
Base Vol:      13    0    4     4    0    3     0  511    8     1  803    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   13    0    4     4    0    3     0  511    8     1  803    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.85 0.85 0.85  0.44 0.44 0.44  0.89 0.89 0.89  0.98 0.98 0.98
PHF Volume:    15    0    5     9    0    7     0  574    9     1  824    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:   15    0    5     9    0    7     0  574    9     1  824    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1408 1404   579  1407 1409   824  xxxx xxxx xxxxx   583 xxxx xxxxx
Potent Cap.:  118  141   519   118  140   376  xxxx xxxx xxxxx  1001 xxxx xxxxx
Move Cap.:    115  141   519   117  140   376  xxxx xxxx xxxxx  1001 xxxx xxxxx
Volume/Cap:  0.13 0.00  0.01  0.08 0.00  0.02  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  14.7 xxxxx xxxx xxxxx   8.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  141 xxxxx   117 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 34.7 xxxxx  38.5 xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx
Shared LOS:     *    D     *     E    *     *     *    *     *     A    *     *
ApproachDel:       34.7             28.3           xxxxxx           xxxxxx
ApproachLOS:          D                D                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```

```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    0  0  0  1  0    0  1  0  0  0
Initial Vol:   13    0     4     4    0     3     0  511     8     1  803     0
ApproachDel:      34.7             28.3           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1347]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=7]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1347]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

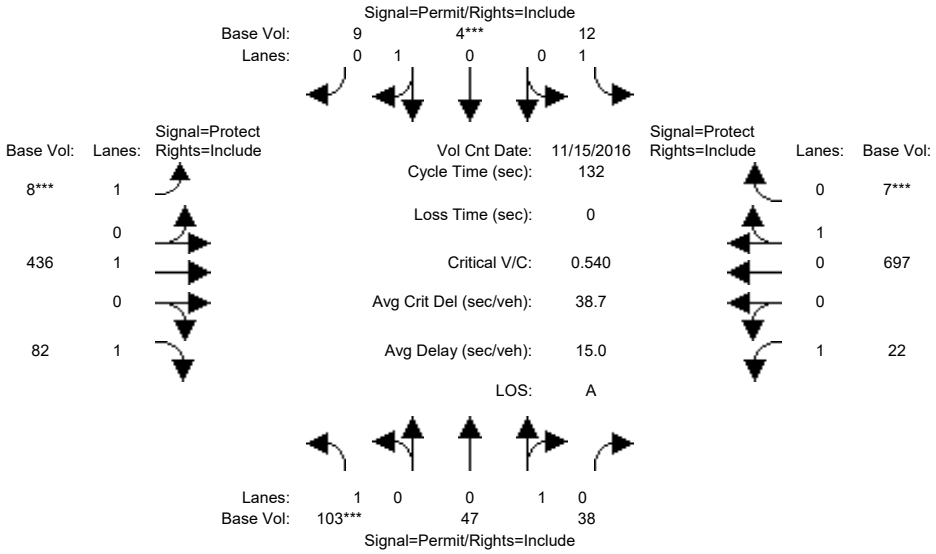
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    0  0  0  1  0    0  1  0  0  0
Initial Vol:   13    0     4     4    0     3     0  511     8     1  803     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1323
Minor Approach Volume:           17
Minor Approach Volume Threshold: 145
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing AM

Intersection #3: Ventura Drive and Buchanan Road

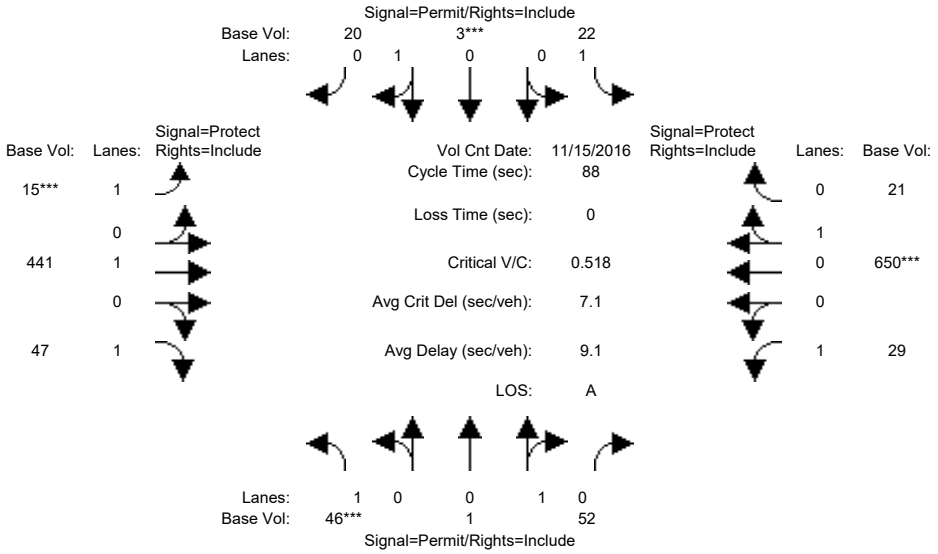


Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	103	47	38	12	4	9	8	436	82	22	697	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	47	38	12	4	9	8	436	82	22	697	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.78	0.78	0.78	0.91	0.91	0.91	0.93	0.93	0.93
PHF Volume:	142	65	53	15	5	12	9	481	90	24	753	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	65	53	15	5	12	9	481	90	24	753	8
RTOR Reduct:	0	0	0	0	0	0	0	0	90	0	0	0
RTOR Vol:	142	65	53	15	5	12	9	481	0	24	753	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	65	53	15	5	12	9	481	0	24	753	8
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.55	0.45	1.00	0.31	0.69	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	1720	951	769	1720	529	1191	1720	1720	1720	1720	1703	17
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.01	0.01	0.01	0.01	0.28	0.00	0.01	0.44	0.44
Crit Volume:	142			17			9					760
Crit Moves:	****			****			****					****

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing AM

Intersection #4: Meadows Avenue and Buchanan Road

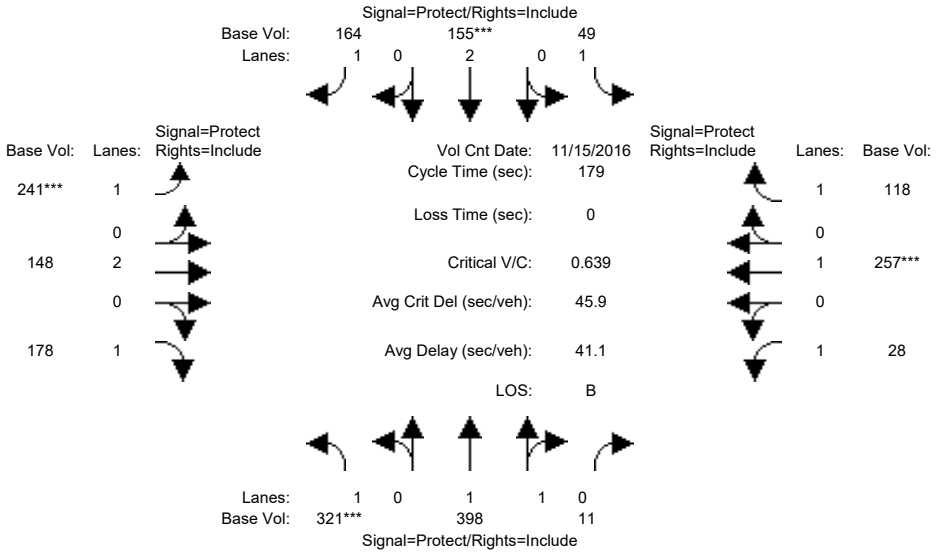


Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:45-8:45 A.M.												
Base Vol:	46	1	52	22	3	20	15	441	47	29	650	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1	52	22	3	20	15	441	47	29	650	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.66	0.66	0.66	0.98	0.98	0.98	0.87	0.87	0.87
PHF Volume:	67	1	76	33	5	30	15	452	48	33	751	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1	76	33	5	30	15	452	48	33	751	24
RTOR Reduct:	0	0	0	0	0	0	0	0	48	0	0	0
RTOR Vol:	67	1	76	33	5	30	15	452	0	33	751	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	1	76	33	5	30	15	452	0	33	751	24
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.13	0.87	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	1720	32	1688	1720	224	1496	1720	1720	1720	1720	1666	54
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.02	0.01	0.26	0.00	0.02	0.45	0.45
Crit Volume:	67			35			15			775		
Crit Moves:	****			****			****			****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing AM

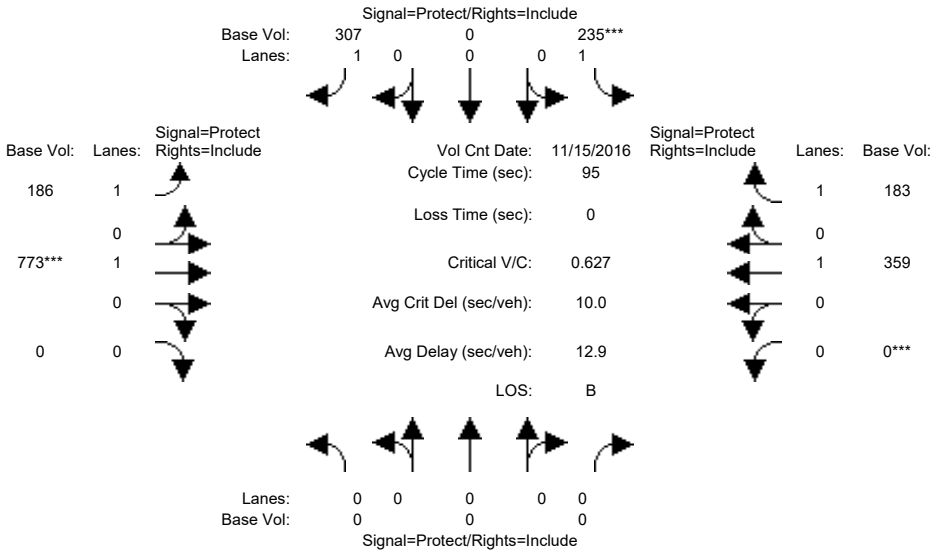
Intersection #5: Somersville Road and Buchanan Road



Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	321	398	11	49	155	164	241	148	178	28	257	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	398	11	49	155	164	241	148	178	28	257	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.85	0.85	0.85	0.94	0.94	0.94	0.85	0.85	0.85
PHF Volume:	403	499	14	58	182	192	257	158	190	33	303	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	499	14	58	182	192	257	158	190	33	303	139
RTOR Reduct:	0	0	0	0	0	192	0	0	190	0	0	58
RTOR Vol:	403	499	14	58	182	0	257	158	0	33	303	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	499	14	58	182	0	257	158	0	33	303	82
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3211	89	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.24	0.16	0.16	0.03	0.06	0.00	0.16	0.05	0.00	0.02	0.18	0.05
Crit Volume:	403				91		257				303	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing PM

Intersection #1: Loveridge Road and Buchanan Road

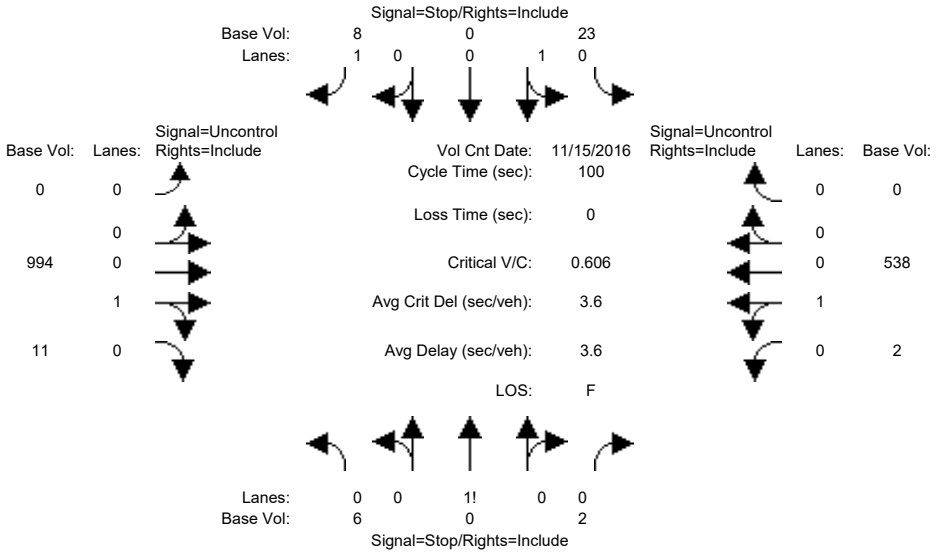


Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	0.0	0.0	0.0	5.5	0.0	5.5	5.0	5.0	0.0	0.0	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	0	0	0	235	0	307	186	773	0	0	359	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	235	0	307	186	773	0	0	359	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90
PHF Volume:	0	0	0	257	0	335	198	822	0	0	400	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	257	0	335	198	822	0	0	400	204
RTOR Reduct:	0	0	0	0	0	198	0	0	0	0	0	204
RTOR Vol:	0	0	0	257	0	137	198	822	0	0	400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	257	0	137	198	822	0	0	400	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.08	0.12	0.48	0.00	0.00	0.23	0.00
Crit Volume:		0		257				822		0		
Crit Moves:				****				****		****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #2: Woodborough Place and Buchanan Road




```
Street Name:         Woodborough Place                  Buchanan Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.
Base Vol:       6    0    2    23    0    8     0  994   11     2  538    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    6    0    2    23    0    8     0  994   11     2  538    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.50 0.50 0.50  0.46 0.46 0.46  0.97 0.97 0.97  0.93 0.93 0.93
PHF Volume:    12    0    4    50    0   18     0 1021   11     2  581    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:   12    0    4    50    0   18     0 1021   11     2  581    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1620 1611  1026  1613 1617   581  xxxx xxxx xxxxx  1032 xxxx xxxxx
Potent Cap.:   84  105   287    85  105   517  xxxx xxxx xxxxx   681 xxxx xxxxx
Move Cap.:     81  105   287    83  104   517  xxxx xxxx xxxxx   681 xxxx xxxxx
Volume/Cap:  0.15 0.00  0.01  0.61 0.00  0.03  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  12.2 xxxxx xxxx xxxxx  10.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   98 xxxxx    83 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx   2.8 xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 48.6 xxxxx  99.9 xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx
Shared LOS:     *    E     *     F    *     *     *    *     *     B    *     *
ApproachDel:      48.6             77.3           xxxxxx           xxxxxx
ApproachLOS:         E                F               *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```

```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    0  0  0  1  0    0  1  0  0  0
Initial Vol:    6    0     2    23    0     8     0  994    11     2  538     0
ApproachDel:      48.6             77.3           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1584]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=31]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1584]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

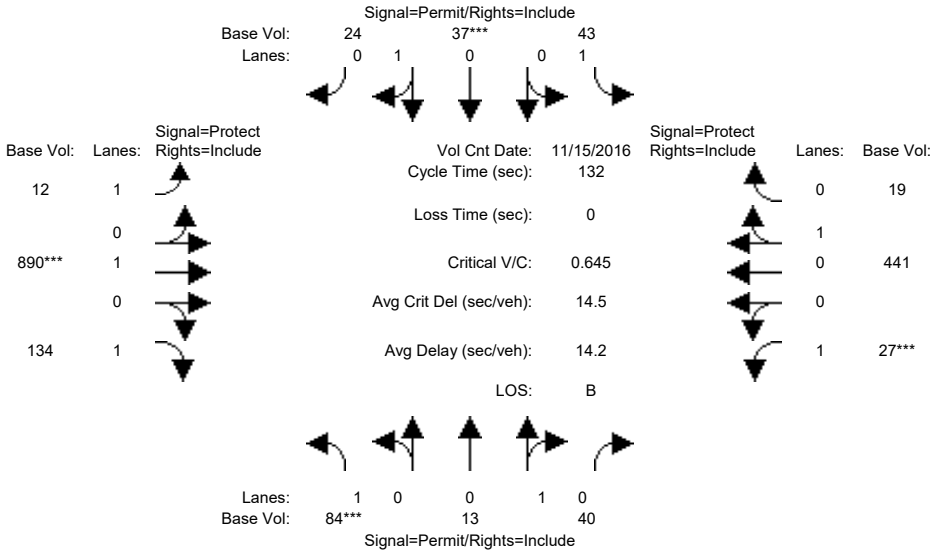
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  1! 0  0    0  1  0  0  1    0  0  0  1  0    0  1  0  0  0
Initial Vol:    6    0     2    23    0     8     0  994    11     2  538     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1545
Minor Approach Volume:           31
Minor Approach Volume Threshold: 156
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing PM

Intersection #3: Ventura Drive and Buchanan Road

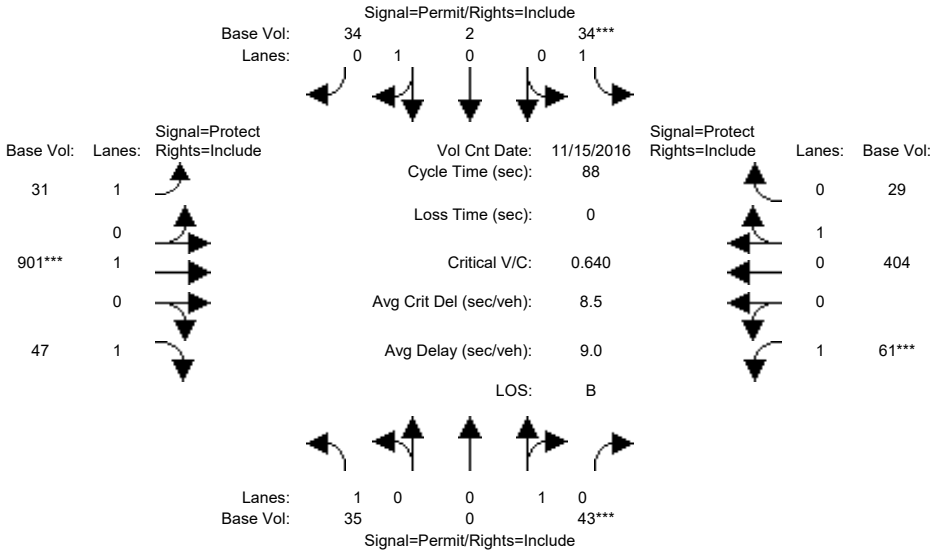


Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	84	13	40	43	37	24	12	890	134	27	441	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	13	40	43	37	24	12	890	134	27	441	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.81	0.81	0.81	0.99	0.99	0.99	0.90	0.90	0.90
PHF Volume:	101	16	48	53	46	30	12	904	136	30	493	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	16	48	53	46	30	12	904	136	30	493	21
RTOR Reduct:	0	0	0	0	0	0	0	0	101	0	0	0
RTOR Vol:	101	16	48	53	46	30	12	904	35	30	493	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	16	48	53	46	30	12	904	35	30	493	21
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	1.00	0.61	0.39	1.00	1.00	1.00	1.00	0.96	0.04
Final Sat.:	1720	422	1298	1720	1043	677	1720	1720	1720	1720	1649	71
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.03	0.04	0.04	0.01	0.53	0.02	0.02	0.30	0.30
Crit Volume:	101				75			904		30		
Crit Moves:	****				****			****		****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing PM

Intersection #4: Meadows Avenue and Buchanan Road

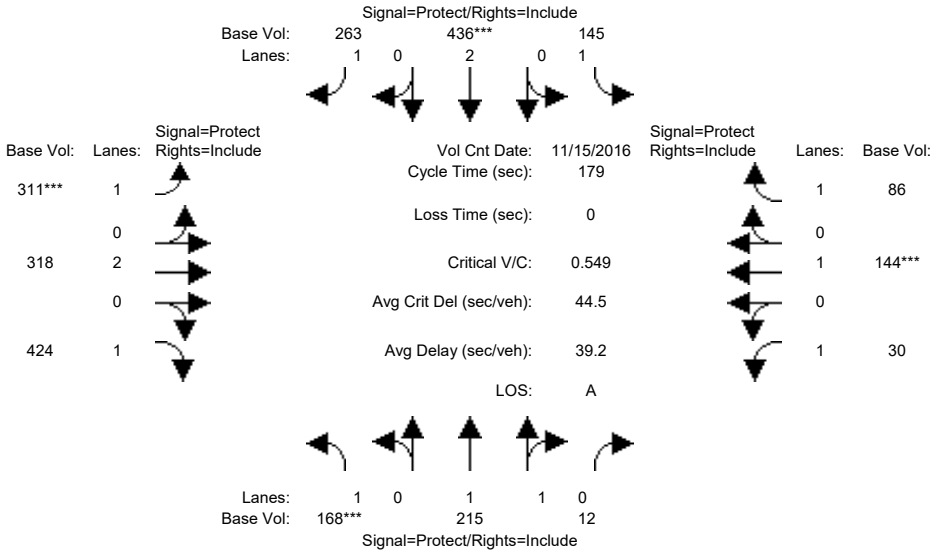


Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	35	0	43	34	2	34	31	901	47	61	404	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	43	34	2	34	31	901	47	61	404	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.67	0.67	0.67	0.96	0.96	0.96	0.93	0.93	0.93
PHF Volume:	41	0	51	51	3	51	32	935	49	66	435	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	51	51	3	51	32	935	49	66	435	31
RTOR Reduct:	0	0	0	0	0	0	0	0	41	0	0	0
RTOR Vol:	41	0	51	51	3	51	32	935	7	66	435	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	0	51	51	3	51	32	935	7	66	435	31
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.06	0.94	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	1720	0	1720	1720	96	1624	1720	1720	1720	1720	1605	115
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.03	0.03	0.03	0.02	0.54	0.00	0.04	0.27	0.27
Crit Volume:			51	51				935		66		
Crit Moves:			****	****				****		****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Base Volume Alternative)
Existing PM

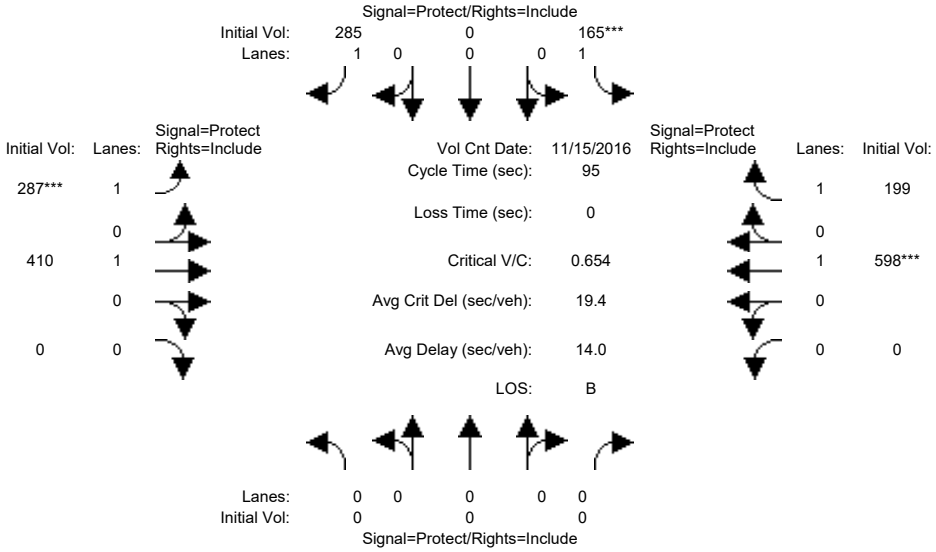
Intersection #5: Somersville Road and Buchanan Road



Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	168	215	12	145	436	263	311	318	424	30	144	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	215	12	145	436	263	311	318	424	30	144	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.89	0.89	0.89
PHF Volume:	185	237	13	157	471	284	324	331	441	34	162	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	237	13	157	471	284	324	331	441	34	162	97
RTOR Reduct:	0	0	0	0	0	284	0	0	185	0	0	97
RTOR Vol:	185	237	13	157	471	0	324	331	256	34	162	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	237	13	157	471	0	324	331	256	34	162	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3126	174	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.08	0.10	0.14	0.00	0.20	0.10	0.16	0.02	0.10	0.00
Crit Volume:	185				236		324				162	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project A.M.

Intersection #1: Loveridge Road and Buchanan Road

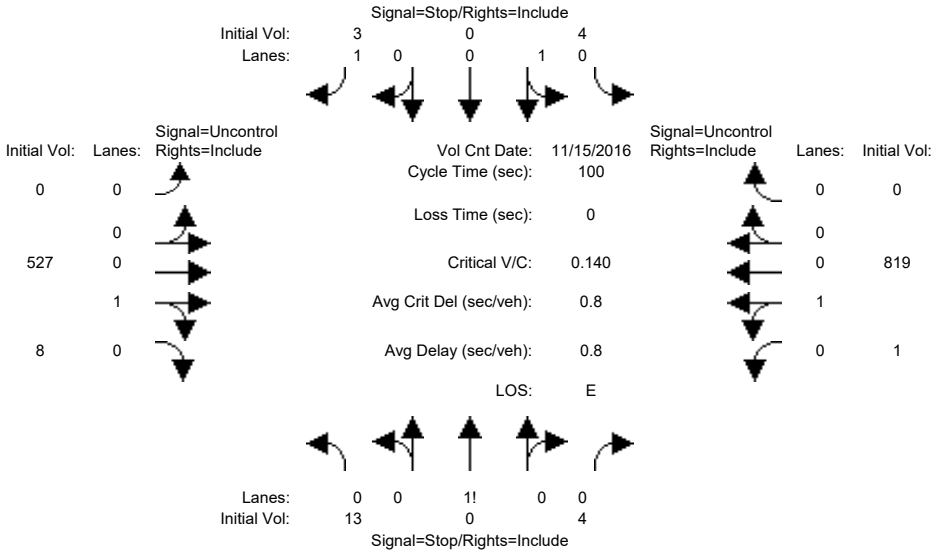


Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	0.0	0.0	0.0	5.5	0.0	5.5	5.0	5.0	0.0	0.0	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	0	0	0	160	0	285	287	399	0	0	587	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	285	287	399	0	0	587	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	5	0	0	0	11	0	0	11	5
Initial Fut:	0	0	0	165	0	285	287	410	0	0	598	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.92	0.92	0.92	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	0	0	0	180	0	310	327	466	0	0	618	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	310	327	466	0	0	618	206
RTOR Reduct:	0	0	0	0	0	310	0	0	0	0	0	180
RTOR Vol:	0	0	0	180	0	0	327	466	0	0	618	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	180	0	0	327	466	0	0	618	26
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.19	0.27	0.00	0.00	0.36	0.02
Crit Volume:		0		180			327				618	
Crit Moves:				****			****				****	

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project A.M.

Intersection #2: Woodborough Place and Buchanan Road



Street Name:	Woodborough Place						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	13	0	4	4	0	3	0	511	8	1	803	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	0	4	4	0	3	0	511	8	1	803	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	0	0	0	16	0	0	16	0
Initial Fut:	13	0	4	4	0	3	0	527	8	1	819	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.44	0.44	0.44	0.89	0.89	0.89	0.98	0.98	0.98
PHF Volume:	15	0	5	9	0	7	0	592	9	1	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	5	9	0	7	0	592	9	1	840	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1442	1439	597	1441	1443	840	xxxx	xxxx	xxxxx	601	xxxx	xxxxx
Potent Cap.:	111	134	507	111	133	368	xxxx	xxxx	xxxxx	986	xxxx	xxxxx
Move Cap.:	109	134	507	110	133	368	xxxx	xxxx	xxxxx	986	xxxx	xxxxx
Volume/Cap:	0.14	0.00	0.01	0.08	0.00	0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.0	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	134	xxxxx	110	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	36.6	xxxxx	40.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
Shared LOS:	*	E	*	E	*	*	*	*	*	A	*	*
ApproachDel:	36.6			29.6			xxxxxx			xxxxxx		
ApproachLOS:	E			D			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Initial Vol:	13	0	4	4	0	3	0	527	8	1	819	0
ApproachDel:	36.6			29.6			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1379]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=7]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1379]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Initial Vol:	13	0	4	4	0	3	0	527	8	1	819	0

Major Street Volume: 1355
Minor Approach Volume: 17
Minor Approach Volume Threshold: 138

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

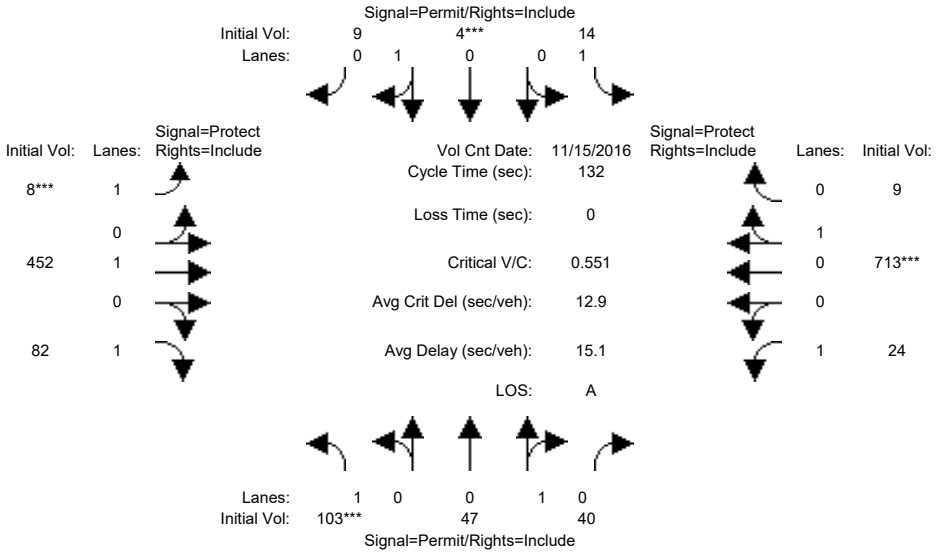
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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project A.M.

Intersection #3: Ventura Drive and Buchanan Road

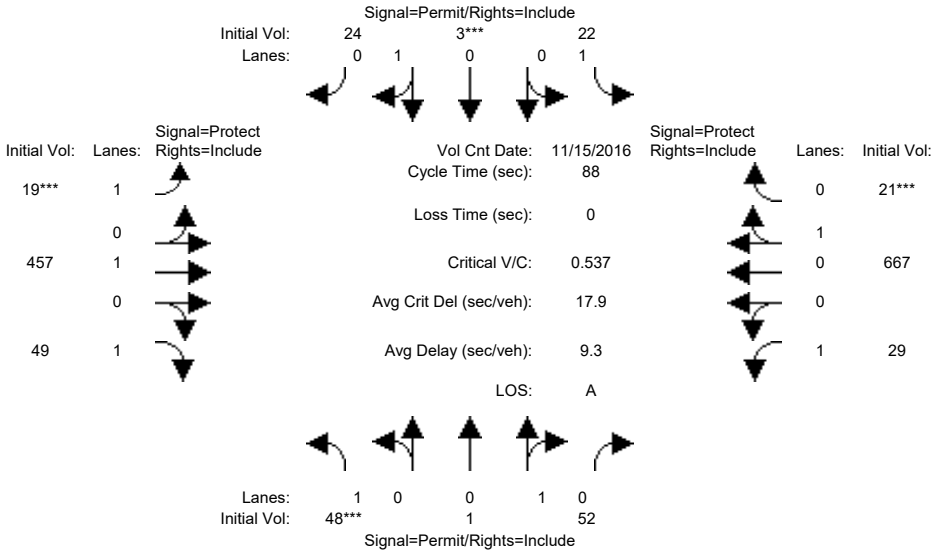


Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	103	47	38	12	4	9	8	436	82	22	697	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	47	38	12	4	9	8	436	82	22	697	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	2	2	0	0	0	16	0	2	16	2
Initial Fut:	103	47	40	14	4	9	8	452	82	24	713	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.78	0.78	0.78	0.91	0.91	0.91	0.93	0.93	0.93
PHF Volume:	142	65	55	18	5	12	9	498	90	26	770	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	65	55	18	5	12	9	498	90	26	770	10
RTOR Reduct:	0	0	0	0	0	0	0	0	90	0	0	0
RTOR Vol:	142	65	55	18	5	12	9	498	0	26	770	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	65	55	18	5	12	9	498	0	26	770	10
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.54	0.46	1.00	0.31	0.69	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	1720	929	791	1720	529	1191	1720	1720	1720	1720	1699	21
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.01	0.01	0.01	0.01	0.29	0.00	0.02	0.45	0.45
Crit Volume:	142			17			9			780		
Crit Moves:	****			****			****			****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project A.M.

Intersection #4: Meadows Avenue and Buchanan Road

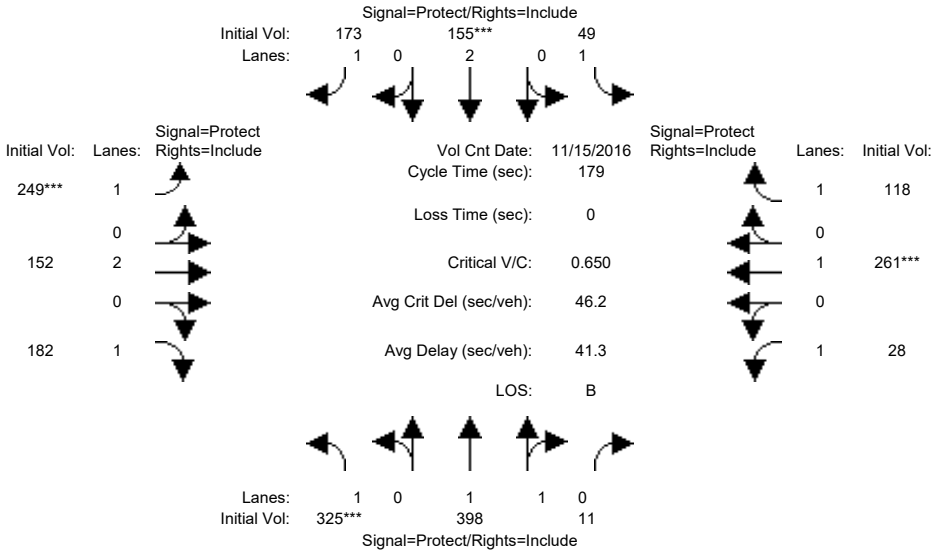


Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:45-8:45 A.M.												
Base Vol:	46	1	52	22	3	20	15	441	47	29	650	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1	52	22	3	20	15	441	47	29	650	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	2	0	0	0	0	4	4	16	2	0	17	0
Initial Fut:	48	1	52	22	3	24	19	457	49	29	667	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.66	0.66	0.66	0.98	0.98	0.98	0.87	0.87	0.87
PHF Volume:	70	1	76	33	5	36	19	469	50	33	770	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1	76	33	5	36	19	469	50	33	770	24
RTOR Reduct:	0	0	0	0	0	0	0	0	50	0	0	0
RTOR Vol:	70	1	76	33	5	36	19	469	0	33	770	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1	76	33	5	36	19	469	0	33	770	24
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.11	0.89	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	1720	32	1688	1720	191	1529	1720	1720	1720	1720	1668	52
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.02	0.01	0.27	0.00	0.02	0.46	0.46
Crit Volume:	70			41			19					794
Crit Moves:	****			****			****					****

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project A.M.

Intersection #5: Somersville Road and Buchanan Road

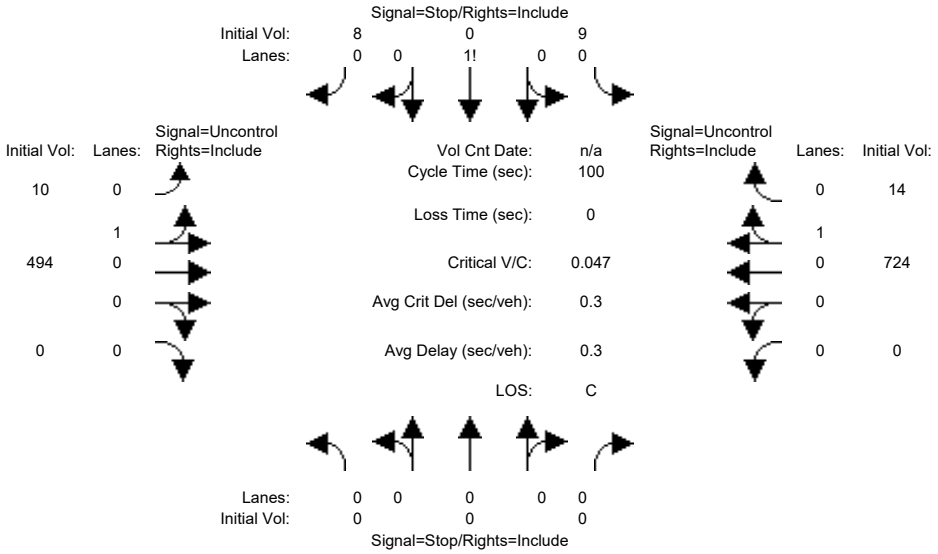


Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:30-8:30 A.M.												
Base Vol:	321	398	11	49	155	164	241	148	178	28	257	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	398	11	49	155	164	241	148	178	28	257	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	4	0	0	0	0	9	8	4	4	0	4	0
Initial Fut:	325	398	11	49	155	173	249	152	182	28	261	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.85	0.85	0.85	0.94	0.94	0.94	0.85	0.85	0.85
PHF Volume:	408	499	14	58	182	203	265	162	194	33	308	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	499	14	58	182	203	265	162	194	33	308	139
RTOR Reduct:	0	0	0	0	0	203	0	0	194	0	0	58
RTOR Vol:	408	499	14	58	182	0	265	162	0	33	308	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	499	14	58	182	0	265	162	0	33	308	82
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3211	89	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.16	0.03	0.06	0.00	0.16	0.05	0.00	0.02	0.19	0.05
Crit Volume:	408				91		265				308	
Crit Moves:	****				****		****				****	

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project A.M.

Intersection #6: Buchanan Road and Project Driveway 1



Street Name:	Project Driveway 1						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	494	0	0	724	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	494	0	0	724	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	9	0	8	10	0	0	0	0	14
Initial Fut:	0	0	0	9	0	8	10	494	0	0	724	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	9	0	8	10	494	0	0	724	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	8	10	494	0	0	724	14
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1245	1245	731	738	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	194	176	425	877	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	192	173	425	877	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	259	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	19.9	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			19.9			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Buchanan Road and Project Driveway 1

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	9	0	8	10	494	0	0	724	14
ApproachDel:	xxxxxx			19.9			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1259]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Buchanan Road and Project Driveway 1

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	9	0	8	10	494	0	0	724	14

Major Street Volume: 1242
Minor Approach Volume: 17
Minor Approach Volume Threshold: 162

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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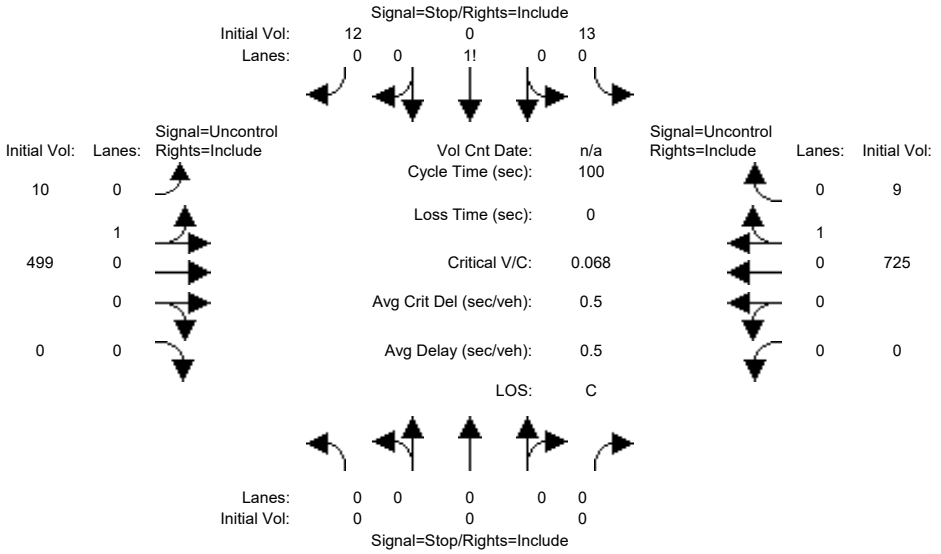
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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project A.M.

Intersection #7: Buchanan Road and Project Driveway 2



Street Name:	Project Driveway 2						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	499	0	0	725	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	499	0	0	725	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	13	0	12	10	0	0	0	0	9
Initial Fut:	0	0	0	13	0	12	10	499	0	0	725	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	13	0	12	10	499	0	0	725	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	12	10	499	0	0	725	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1249	1249	730	734	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	193	175	426	880	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	191	173	426	880	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	260	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	20.3	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			20.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Buchanan Road and Project Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	13	0	12	10	499	0	0	725	9
ApproachDel:	xxxxxx			20.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1268]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Buchanan Road and Project Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	13	0	12	10	499	0	0	725	9

Major Street Volume: 1243
Minor Approach Volume: 25
Minor Approach Volume Threshold: 161

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

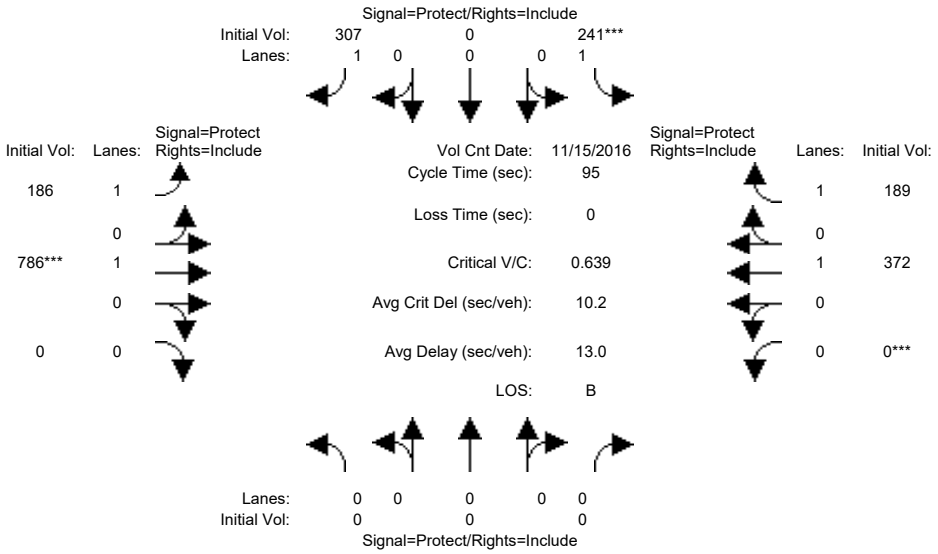
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Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project P.M.

Intersection #1: Loveridge Road and Buchanan Road

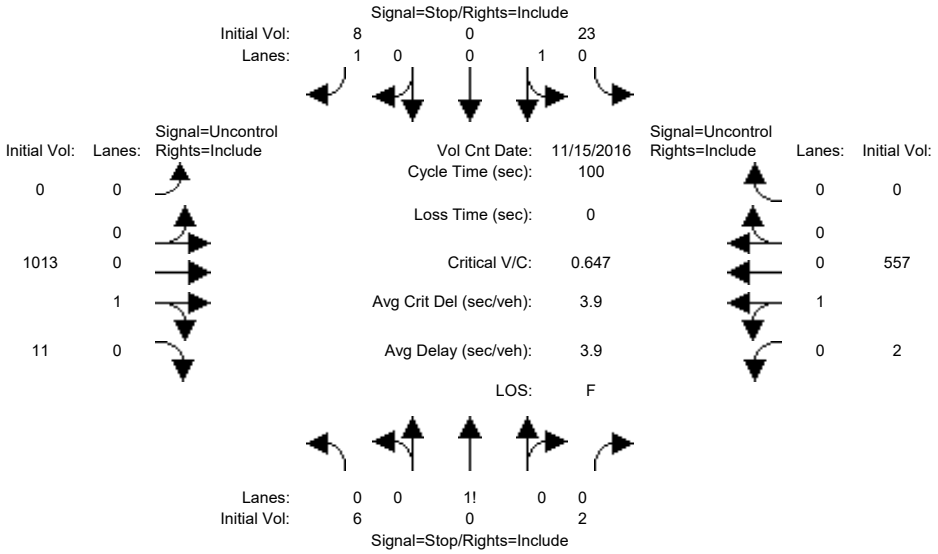


Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	0.0	0.0	0.0	5.5	0.0	5.5	5.0	5.0	0.0	0.0	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	0	0	0	235	0	307	186	773	0	0	359	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	235	0	307	186	773	0	0	359	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	6	0	0	0	13	0	0	13	6
Initial Fut:	0	0	0	241	0	307	186	786	0	0	372	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.92	0.92	0.92	0.94	0.94	0.94	0.90	0.90	0.90
PHF Volume:	0	0	0	263	0	335	198	836	0	0	415	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	263	0	335	198	836	0	0	415	211
RTOR Reduct:	0	0	0	0	0	198	0	0	0	0	0	211
RTOR Vol:	0	0	0	263	0	137	198	836	0	0	415	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	263	0	137	198	836	0	0	415	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.08	0.12	0.49	0.00	0.00	0.24	0.00
Crit Volume:		0		263				836		0		
Crit Moves:				****				****		****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project P.M.

Intersection #2: Woodborough Place and Buchanan Road



Street Name:	Woodborough Place						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	6	0	2	23	0	8	0	994	11	2	538	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	2	23	0	8	0	994	11	2	538	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	0	0	0	19	0	0	19	0
Initial Fut:	6	0	2	23	0	8	0	1013	11	2	557	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.50	0.50	0.50	0.46	0.46	0.46	0.97	0.97	0.97	0.93	0.93	0.93
PHF Volume:	12	0	4	50	0	18	0	1040	11	2	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	4	50	0	18	0	1040	11	2	602	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1660	1652	1046	1654	1657	602	xxxx	xxxx	xxxxx	1051	xxxx	xxxxx
Potent Cap.:	78	100	280	79	99	504	xxxx	xxxx	xxxxx	670	xxxx	xxxxx
Move Cap.:	76	99	280	78	99	504	xxxx	xxxx	xxxxx	670	xxxx	xxxxx
Volume/Cap:	0.16	0.00	0.01	0.65	0.00	0.03	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.4	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	92	xxxxx	78	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	3.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	52.0	xxxxx	112.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx
Shared LOS:	*	F	*	F	*	*	*	*	*	B	*	*
ApproachDel:	52.0			86.5			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Initial Vol:	6	0	2	23	0	8	0	1013	11	2	557	0
ApproachDel:	52.0			86.5			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1622]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1622]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Initial Vol:	6	0	2	23	0	8	0	1013	11	2	557	0

Major Street Volume: 1583
Minor Approach Volume: 31
Minor Approach Volume Threshold: 148 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

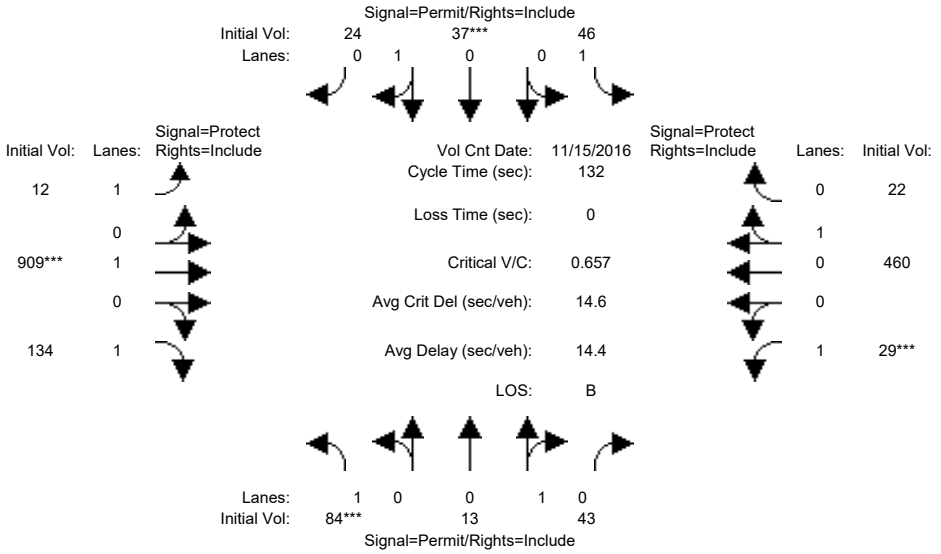
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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project P.M.

Intersection #3: Ventura Drive and Buchanan Road

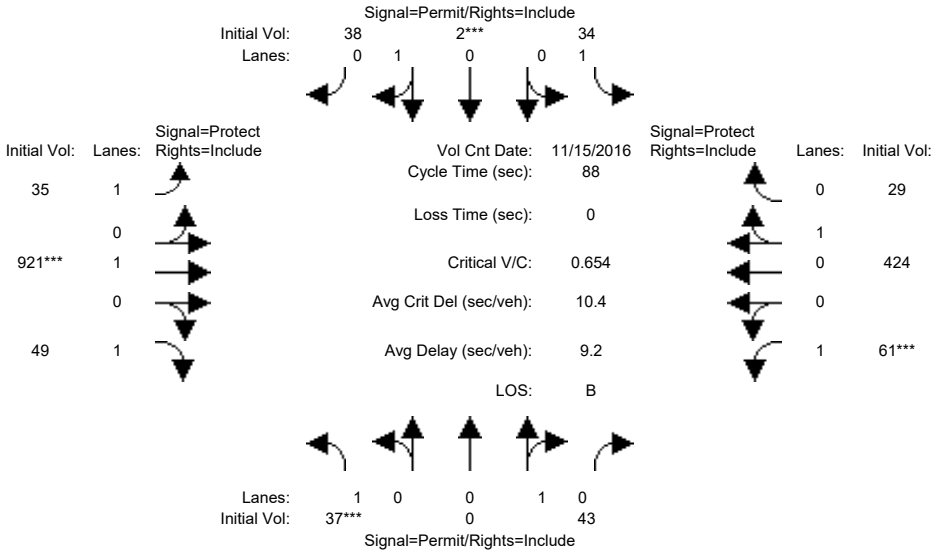


Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	84	13	40	43	37	24	12	890	134	27	441	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	13	40	43	37	24	12	890	134	27	441	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	3	3	0	0	0	19	0	2	19	3
Initial Fut:	84	13	43	46	37	24	12	909	134	29	460	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.81	0.81	0.81	0.99	0.99	0.99	0.90	0.90	0.90
PHF Volume:	101	16	51	57	46	30	12	923	136	32	514	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	16	51	57	46	30	12	923	136	32	514	25
RTOR Reduct:	0	0	0	0	0	0	0	0	101	0	0	0
RTOR Vol:	101	16	51	57	46	30	12	923	35	32	514	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	16	51	57	46	30	12	923	35	32	514	25
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.23	0.77	1.00	0.61	0.39	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	1720	399	1321	1720	1043	677	1720	1720	1720	1720	1641	79
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.03	0.04	0.04	0.01	0.54	0.02	0.02	0.31	0.31
Crit Volume:	101			75			923			32		
Crit Moves:	****			****			****			****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project P.M.

Intersection #4: Meadows Avenue and Buchanan Road

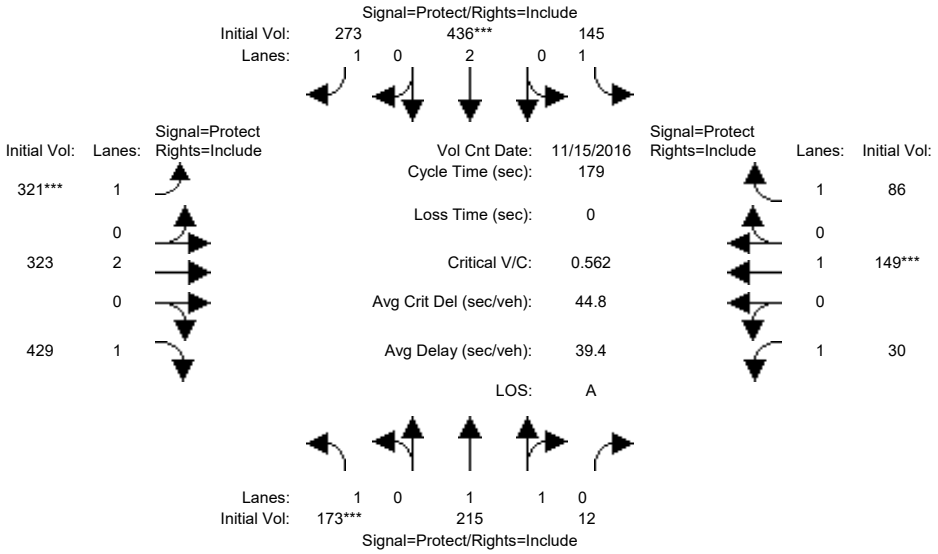


Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	35	0	43	34	2	34	31	901	47	61	404	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	43	34	2	34	31	901	47	61	404	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	2	0	0	0	0	4	4	20	2	0	20	0
Initial Fut:	37	0	43	34	2	38	35	921	49	61	424	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.67	0.67	0.67	0.96	0.96	0.96	0.93	0.93	0.93
PHF Volume:	44	0	51	51	3	56	36	955	51	66	456	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	51	51	3	56	36	955	51	66	456	31
RTOR Reduct:	0	0	0	0	0	0	0	0	44	0	0	0
RTOR Vol:	44	0	51	51	3	56	36	955	7	66	456	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	51	51	3	56	36	955	7	66	456	31
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.05	0.95	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1720	0	1720	1720	86	1634	1720	1720	1720	1720	1610	110
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.03	0.03	0.03	0.02	0.56	0.00	0.04	0.28	0.28
Crit Volume:	44			59			955			66		
Crit Moves:	****			****			****			****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Existing plus Project P.M.

Intersection #5: Somersville Road and Buchanan Road



Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module: >> Count Date: 15 Nov 2016 << 5:00-6:00 P.M.												
Base Vol:	168	215	12	145	436	263	311	318	424	30	144	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	215	12	145	436	263	311	318	424	30	144	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	5	0	0	0	0	10	10	5	5	0	5	0
Initial Fut:	173	215	12	145	436	273	321	323	429	30	149	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.89	0.89	0.89
PHF Volume:	191	237	13	157	471	295	334	336	446	34	167	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	237	13	157	471	295	334	336	446	34	167	97
RTOR Reduct:	0	0	0	0	0	295	0	0	191	0	0	97
RTOR Vol:	191	237	13	157	471	0	334	336	255	34	167	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	237	13	157	471	0	334	336	255	34	167	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3126	174	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.08	0.10	0.14	0.00	0.20	0.10	0.15	0.02	0.10	0.00
Crit Volume:	191				236		334				167	
Crit Moves:	****				****		****				****	

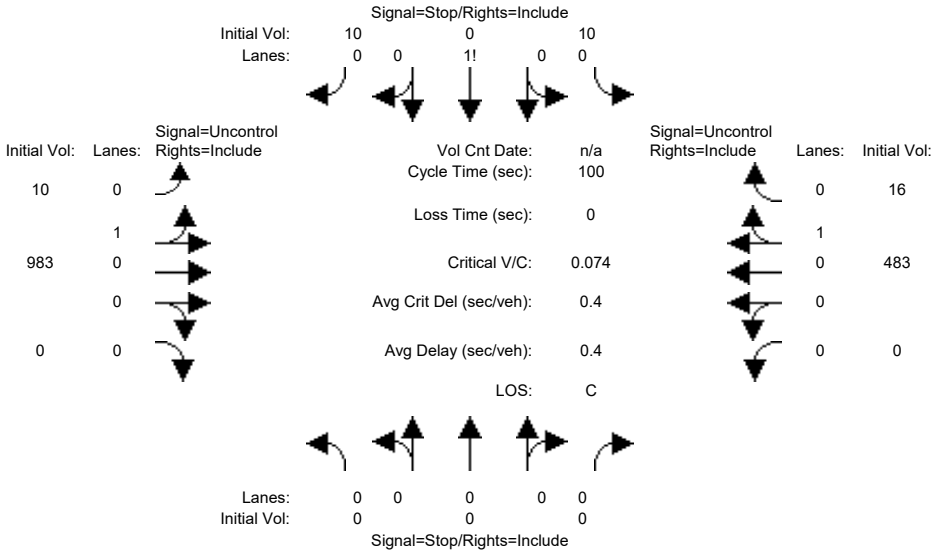
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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project P.M.

Intersection #6: Buchanan Road and Project Driveway 1




```
Street Name:         Project Driveway 1                  Buchanan Road
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  983     0     0  483     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0  983     0     0  483     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Project Tri:    0    0     0    10    0    10    10    0     0     0    0    16
Initial Fut:    0    0     0    10    0    10    10  983     0     0  483    16
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    10    0    10    10  983     0     0  483    16
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    10    0    10    10  983     0     0  483    16
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1494 1494   491   499 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   137  124   582  1075 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   136  123   582  1075 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.07 0.00  0.02  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  220 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 23.0 xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A    *     *     *    *     *
ApproachDel:    xxxxxx             23.0           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #6 Buchanan Road and Project Driveway 1
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	10	0	10	10	983	0	0	483	16
ApproachDel:	xxxxxx			23.0			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1512]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Buchanan Road and Project Driveway 1

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	10	0	10	10	983	0	0	483	16

Major Street Volume: 1492
Minor Approach Volume: 20
Minor Approach Volume Threshold: 113

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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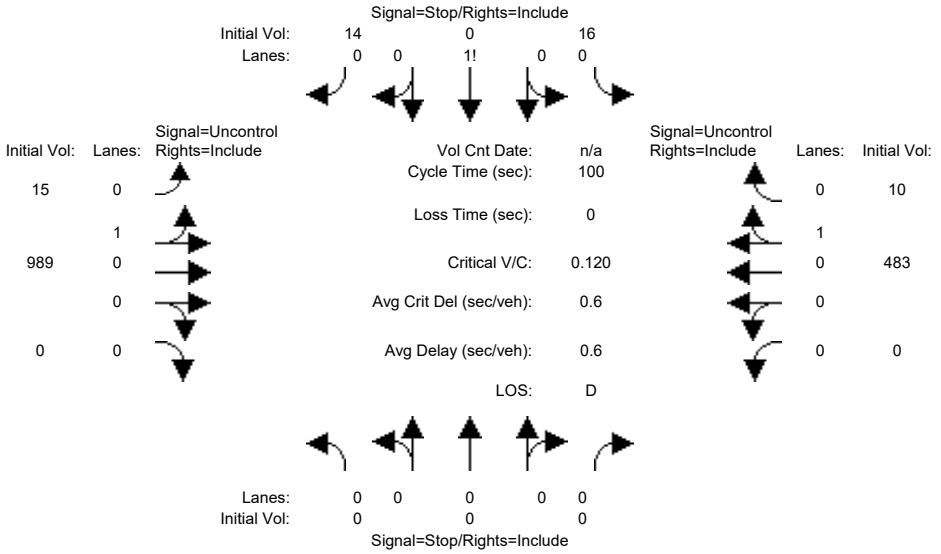
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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project P.M.

Intersection #7: Buchanan Road and Project Driveway 2



Street Name:	Project Driveway 2						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	989	0	0	483	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	989	0	0	483	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	16	0	14	15	0	0	0	0	10
Initial Fut:	0	0	0	16	0	14	15	989	0	0	483	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	0	14	15	989	0	0	483	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	14	15	989	0	0	483	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1507	1507	488	493	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	134	122	584	1081	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	133	120	584	1081	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	208	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	25.2	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			25.2			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Buchanan Road and Project Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	16	0	14	15	989	0	0	483	10
ApproachDel:	xxxxxx			25.2			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1527]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Buchanan Road and Project Driveway 2

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	16	0	14	15	989	0	0	483	10

Major Street Volume: 1497
Minor Approach Volume: 30
Minor Approach Volume Threshold: 112

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

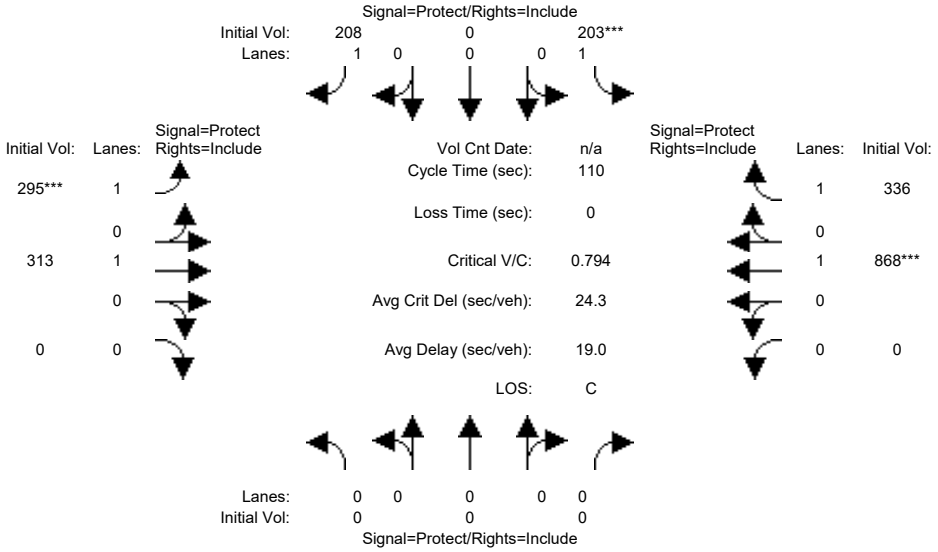
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Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) A.M.

Intersection #1: Loveridge Road and Buchanan Road

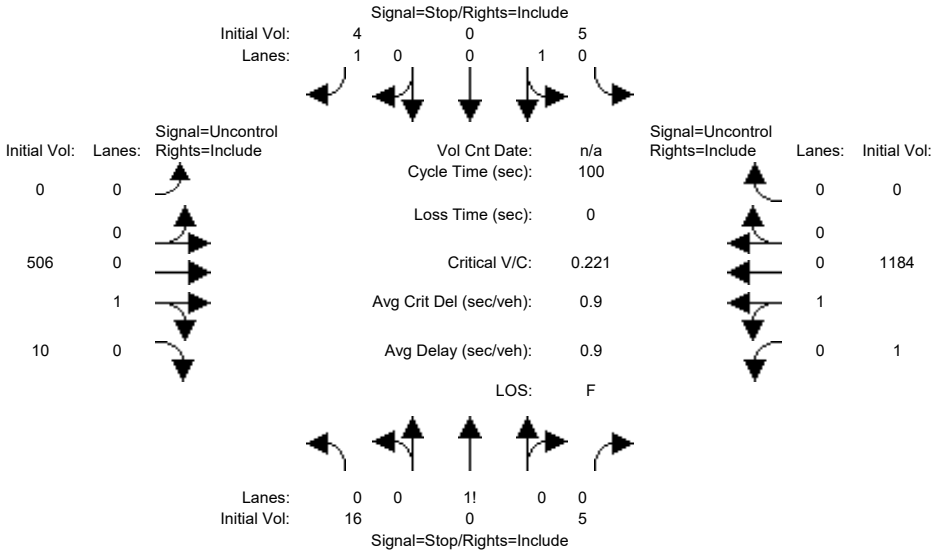


Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	4.0	4.0	4.0	5.5	4.0	5.5	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	203	0	208	295	313	0	0	868	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	203	0	208	295	313	0	0	868	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	203	0	208	295	313	0	0	868	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	203	0	208	295	313	0	0	868	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	203	0	208	295	313	0	0	868	336
RTOR Reduct:	0	0	0	0	0	208	0	0	0	0	0	203
RTOR Vol:	0	0	0	203	0	0	295	313	0	0	868	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	203	0	0	295	313	0	0	868	133
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.17	0.18	0.00	0.00	0.50	0.08
Crit Volume:		0		203			295				868	
Crit Moves:				****			****				****	

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative (Year 2035) A.M.

Intersection #2: Woodborough Place and Buchanan Road




```
Street Name:         Woodborough Place                  Buchanan Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      16    0     5     5    0     4     0  506    10     1 1184     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16    0     5     5    0     4     0  506    10     1 1184     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   16    0     5     5    0     4     0  506    10     1 1184     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16    0     5     5    0     4     0  506    10     1 1184     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   16    0     5     5    0     4     0  506    10     1 1184     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1699 1697   511  1700 1702  1184  xxxx xxxx xxxxx   516 xxxx xxxxx
Potent Cap.:   74   93   567    74   93   233  xxxx xxxx xxxxx  1060 xxxx xxxxx
Move Cap.:     72   93   567    73   93   233  xxxx xxxx xxxxx  1060 xxxx xxxxx
Volume/Cap:  0.22 0.00  0.01  0.07 0.00  0.02  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  20.7 xxxxx xxxx xxxxx   8.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     C     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   91 xxxxx    73 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.8 xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 55.8 xxxxx  58.0 xxxx xxxxx xxxxx xxxx xxxxx   8.4 xxxx xxxxx
Shared LOS:     *    F     *     F    *     *     *    *     *     A    *     *
ApproachDel:       55.8             41.4           xxxxxx           xxxxxx
ApproachLOS:          F                E                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Initial Vol:	16	0	5	5	0	4	0	506	10	1	1184	0
ApproachDel:	55.8			41.4			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1731]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=9]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1731]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 1	0	0 1	0 0	0	1 0	0 1	0	0 0
Initial Vol:	16	0	5	5	0	4	0	506	10	1	1184	0

Major Street Volume: 1701
Minor Approach Volume: 21
Minor Approach Volume Threshold: 78 [less than minimum of 100]

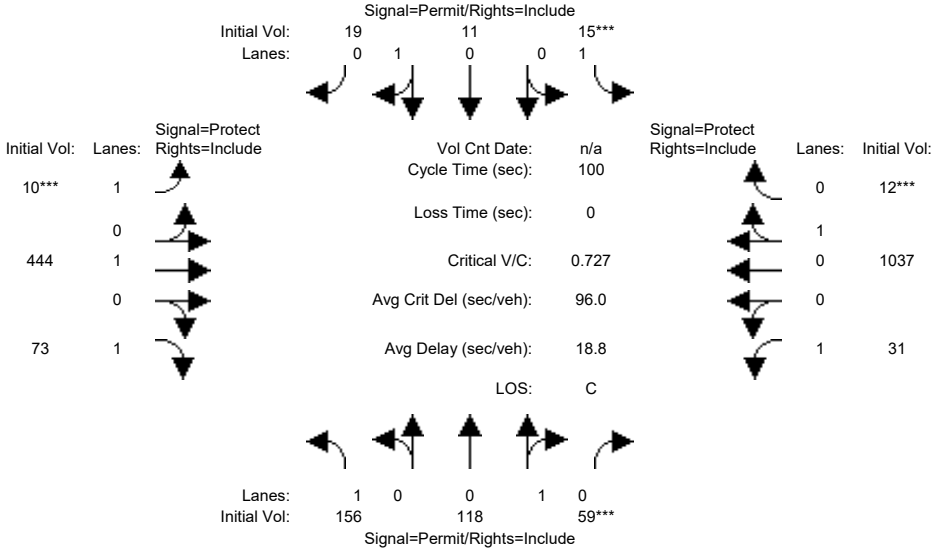
SIGNAL WARRANT DISCLAIMER
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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) A.M.

Intersection #3: Ventura Drive and Buchanan Road

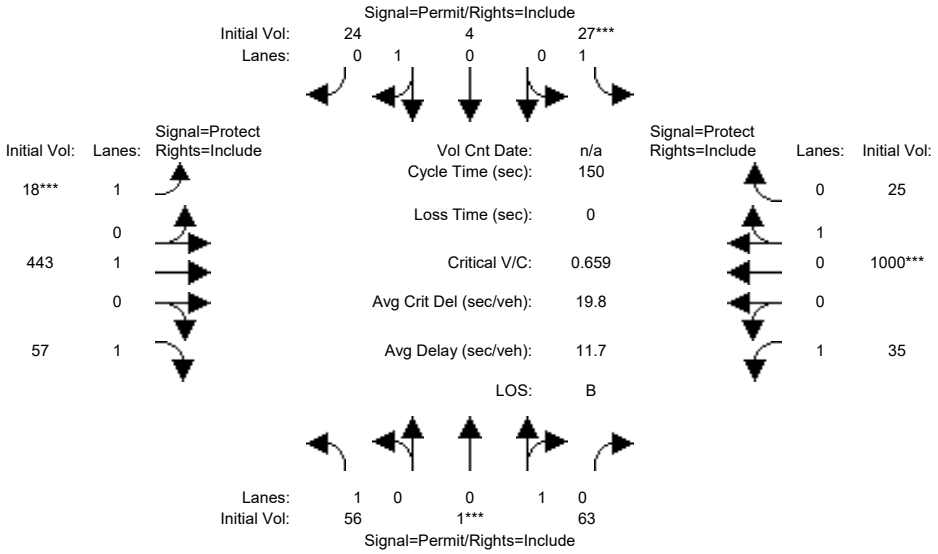


Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module:												
Base Vol:	156	118	59	15	11	19	10	444	73	31	1037	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	118	59	15	11	19	10	444	73	31	1037	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	118	59	15	11	19	10	444	73	31	1037	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	118	59	15	11	19	10	444	73	31	1037	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	118	59	15	11	19	10	444	73	31	1037	12
RTOR Reduct:	0	0	0	0	0	0	0	0	73	0	0	0
RTOR Vol:	156	118	59	15	11	19	10	444	0	31	1037	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	118	59	15	11	19	10	444	0	31	1037	12
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	1.00	0.37	0.63	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	1720	1147	573	1720	631	1089	1720	1720	1720	1720	1700	20
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.01	0.02	0.02	0.01	0.26	0.00	0.02	0.61	0.61
Crit Volume:			177	15			10					1049
Crit Moves:			****	****			****					****

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) A.M.

Intersection #4: Meadows Avenue and Buchanan Road

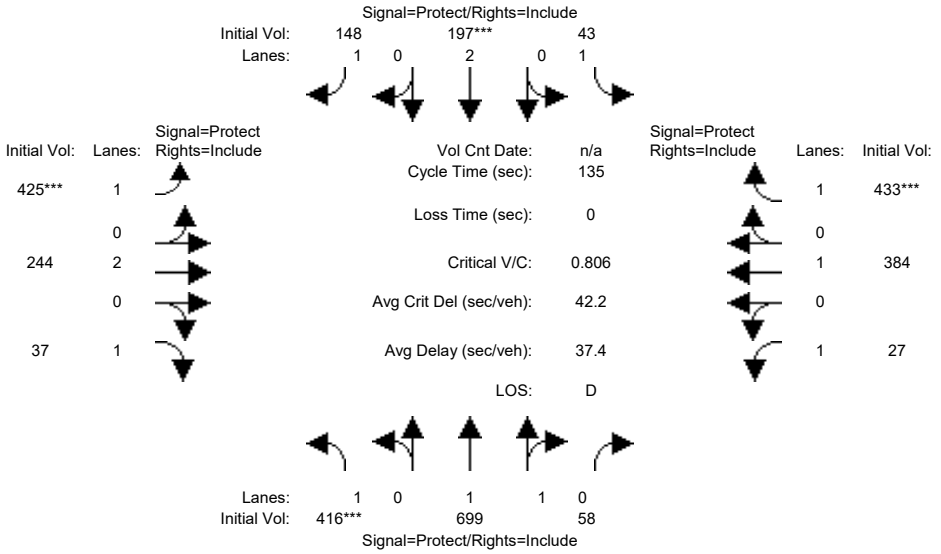


Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module:												
Base Vol:	56	1	63	27	4	24	18	443	57	35	1000	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1	63	27	4	24	18	443	57	35	1000	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1	63	27	4	24	18	443	57	35	1000	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1	63	27	4	24	18	443	57	35	1000	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1	63	27	4	24	18	443	57	35	1000	25
RTOR Reduct:	0	0	0	0	0	0	0	0	56	0	0	0
RTOR Vol:	56	1	63	27	4	24	18	443	1	35	1000	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1	63	27	4	24	18	443	1	35	1000	25
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.14	0.86	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	1720	27	1693	1720	246	1474	1720	1720	1720	1720	1678	42
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.02	0.02	0.01	0.26	0.00	0.02	0.60	0.60
Crit Volume:		64			27			18			1025	
Crit Moves:		****			****			****			****	

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) A.M.

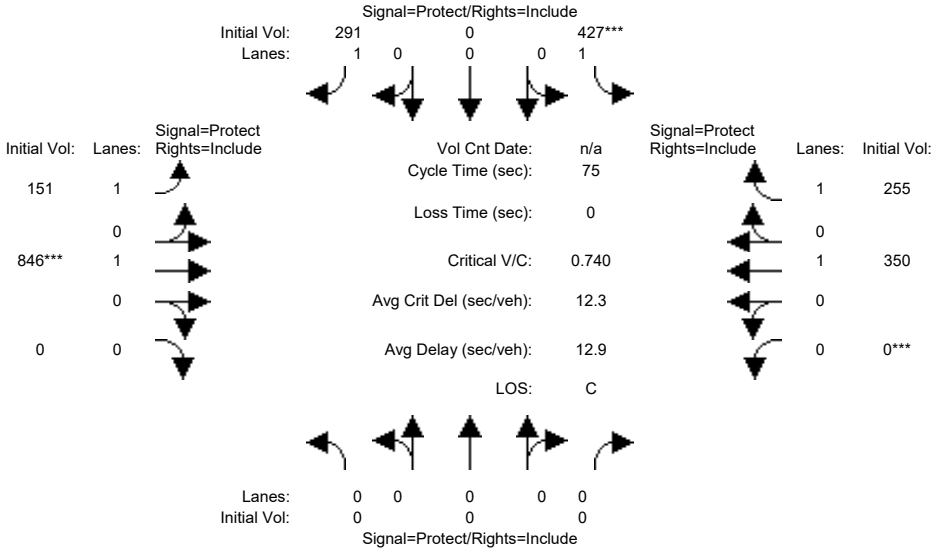
Intersection #5: Somersville Road and Buchanan Road



Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	416	699	58	43	197	148	425	244	37	27	384	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	699	58	43	197	148	425	244	37	27	384	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	699	58	43	197	148	425	244	37	27	384	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	416	699	58	43	197	148	425	244	37	27	384	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	699	58	43	197	148	425	244	37	27	384	433
RTOR Reduct:	0	0	0	0	0	148	0	0	37	0	0	43
RTOR Vol:	416	699	58	43	197	0	425	244	0	27	384	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	416	699	58	43	197	0	425	244	0	27	384	390
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3047	253	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.25	0.23	0.23	0.03	0.06	0.00	0.26	0.07	0.00	0.02	0.23	0.24
Crit Volume:	416				99		425					390
Crit Moves:	****				****		****					****

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) P.M.

Intersection #1: Loveridge Road and Buchanan Road

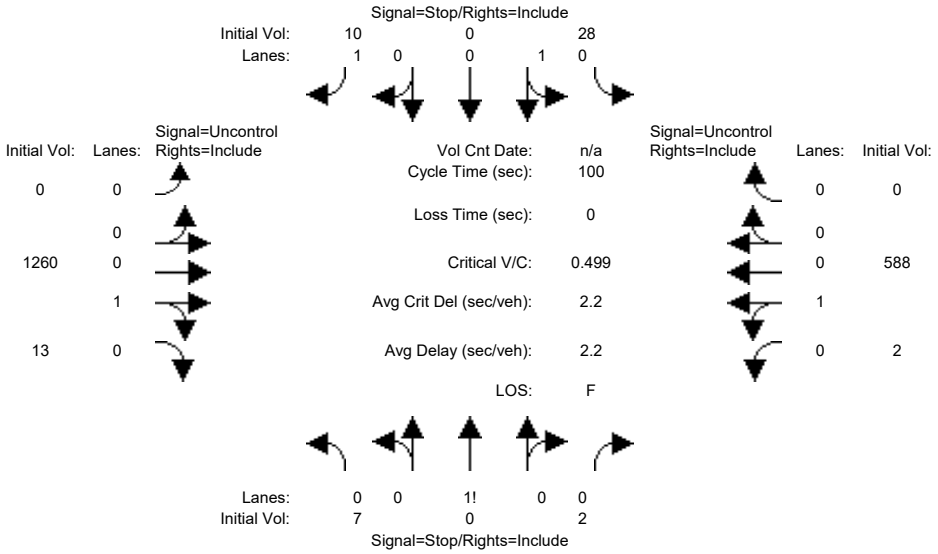


Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	4.0	4.0	4.0	5.5	4.0	5.5	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	427	0	291	151	846	0	0	350	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	427	0	291	151	846	0	0	350	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	427	0	291	151	846	0	0	350	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	427	0	291	151	846	0	0	350	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	427	0	291	151	846	0	0	350	255
RTOR Reduct:	0	0	0	0	0	151	0	0	0	0	0	255
RTOR Vol:	0	0	0	427	0	140	151	846	0	0	350	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	427	0	140	151	846	0	0	350	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.08	0.09	0.49	0.00	0.00	0.20	0.00
Crit Volume:		0		427				846		0		
Crit Moves:				****				****		****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative (Year 2035) P.M.

Intersection #2: Woodborough Place and Buchanan Road




```
Street Name:         Woodborough Place                  Buchanan Road
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7    0     2    28    0    10     0 1260    13     2  588     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    7    0     2    28    0    10     0 1260    13     2  588     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    7    0     2    28    0    10     0 1260    13     2  588     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7    0     2    28    0    10     0 1260    13     2  588     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    7    0     2    28    0    10     0 1260    13     2  588     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1864 1859  1267  1860 1865   588  xxxx xxxx xxxxx  1273 xxxx xxxxx
Potent Cap.:   56   74   208    57   74   513  xxxx xxxx xxxxx   552 xxxx xxxxx
Move Cap.:     55   74   208    56   73   513  xxxx xxxx xxxxx   552 xxxx xxxxx
Volume/Cap:  0.13 0.00  0.01  0.50 0.00  0.02  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  12.2 xxxxx xxxx xxxxx  11.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     B     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   66 xxxxx    56 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.4 xxxxx   1.9 xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 68.0 xxxxx 121.1 xxxx xxxxx xxxxx xxxx xxxxx  11.5 xxxx xxxxx
Shared LOS:     *    F     *     F    *     *     *    *     *     B    *     *
ApproachDel:       68.0             92.4           xxxxxx           xxxxxx
ApproachLOS:         F                F                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Woodborough Place and Buchanan Road
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Initial Vol:	7	0	2	28	0	10	0	1260	13	2	588	0
ApproachDel:	68.0			92.4			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1910]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=38]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1910]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Initial Vol:	7	0	2	28	0	10	0	1260	13	2	588	0

Major Street Volume: 1863
Minor Approach Volume: 38
Minor Approach Volume Threshold: 97 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

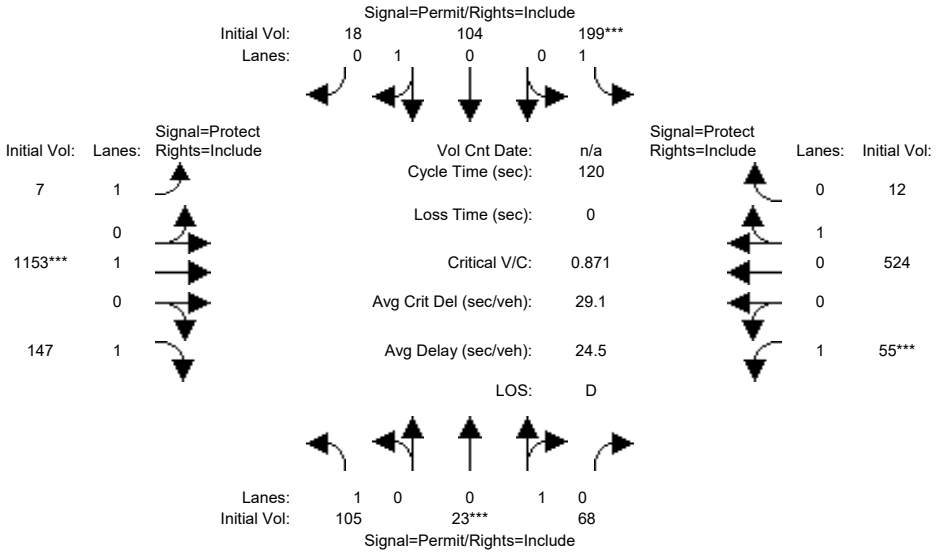
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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) P.M.

Intersection #3: Ventura Drive and Buchanan Road

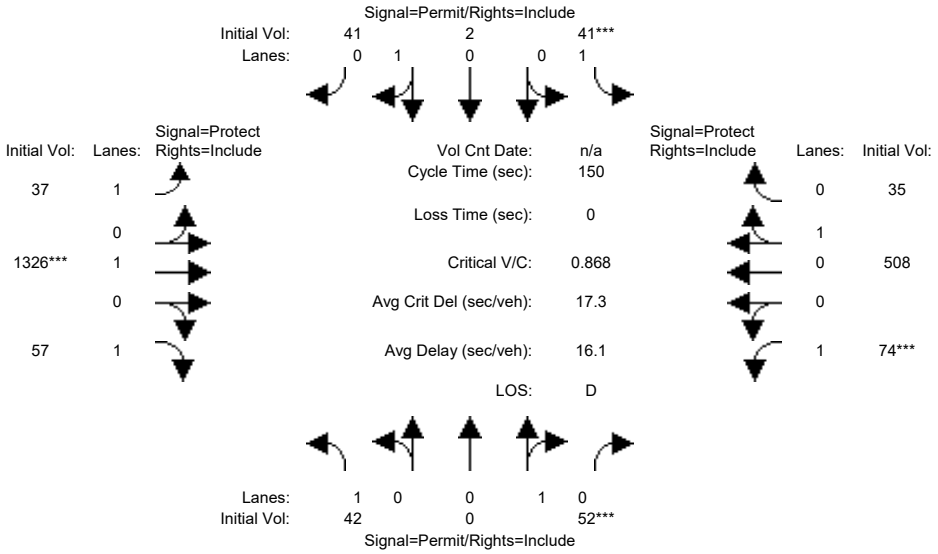


Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module:												
Base Vol:	105	23	68	199	104	18	7	1153	147	55	524	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	23	68	199	104	18	7	1153	147	55	524	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	23	68	199	104	18	7	1153	147	55	524	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	23	68	199	104	18	7	1153	147	55	524	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	23	68	199	104	18	7	1153	147	55	524	12
RTOR Reduct:	0	0	0	0	0	0	0	0	105	0	0	0
RTOR Vol:	105	23	68	199	104	18	7	1153	42	55	524	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	23	68	199	104	18	7	1153	42	55	524	12
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	1.00	0.85	0.15	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	1720	435	1285	1720	1466	254	1720	1720	1720	1720	1681	39
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.12	0.07	0.07	0.00	0.67	0.02	0.03	0.31	0.31
Crit Volume:		91		199				1153		55		
Crit Moves:		****		****				****		****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) P.M.

Intersection #4: Meadows Avenue and Buchanan Road

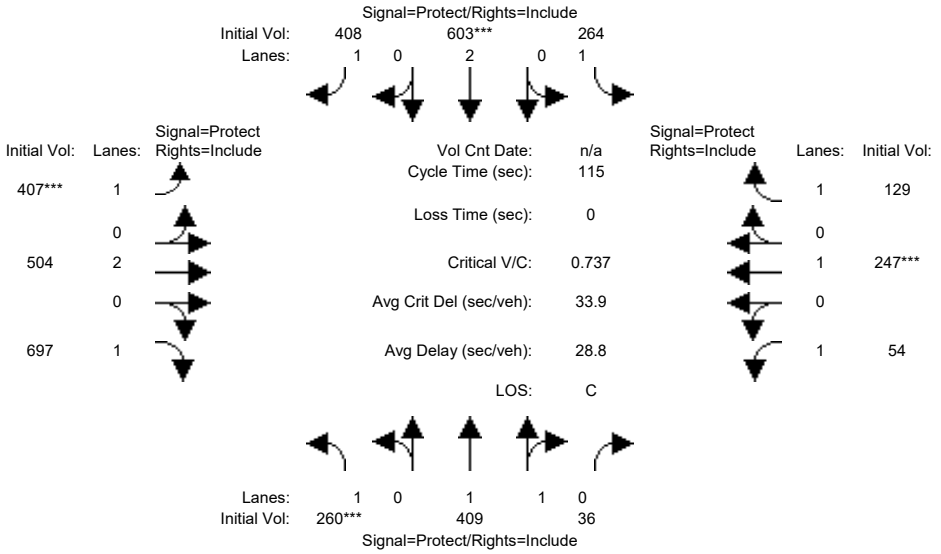


Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module:												
Base Vol:	42	0	52	41	2	41	37	1326	57	74	508	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	0	52	41	2	41	37	1326	57	74	508	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	0	52	41	2	41	37	1326	57	74	508	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	0	52	41	2	41	37	1326	57	74	508	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	52	41	2	41	37	1326	57	74	508	35
RTOR Reduct:	0	0	0	0	0	0	0	0	42	0	0	0
RTOR Vol:	42	0	52	41	2	41	37	1326	15	74	508	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	0	52	41	2	41	37	1326	15	74	508	35
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.05	0.95	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1720	0	1720	1720	80	1640	1720	1720	1720	1720	1609	111
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.02	0.03	0.03	0.02	0.77	0.01	0.04	0.32	0.32
Crit Volume:			52	41				1326		74		
Crit Moves:			****	****				****		****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative (Year 2035) P.M.

Intersection #5: Somersville Road and Buchanan Road



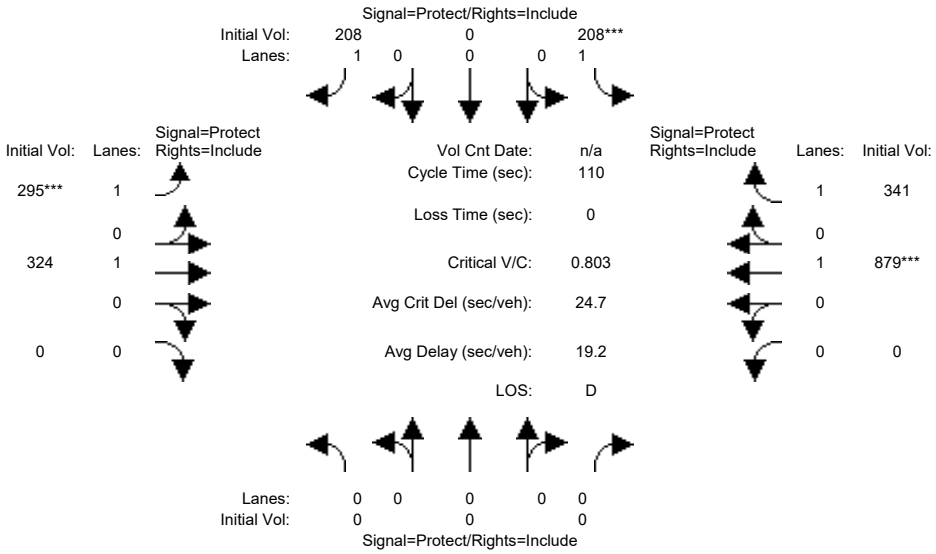
Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	260	409	36	264	603	408	407	504	697	54	247	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	409	36	264	603	408	407	504	697	54	247	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	409	36	264	603	408	407	504	697	54	247	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	409	36	264	603	408	407	504	697	54	247	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	409	36	264	603	408	407	504	697	54	247	129
RTOR Reduct:	0	0	0	0	0	407	0	0	260	0	0	129
RTOR Vol:	260	409	36	264	603	1	407	504	437	54	247	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	409	36	264	603	1	407	504	437	54	247	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3033	267	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.13	0.16	0.18	0.00	0.25	0.15	0.26	0.03	0.15	0.00
Crit Volume:	260				302		407				247	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project A.M.

Intersection #1: Loveridge Road and Buchanan Road

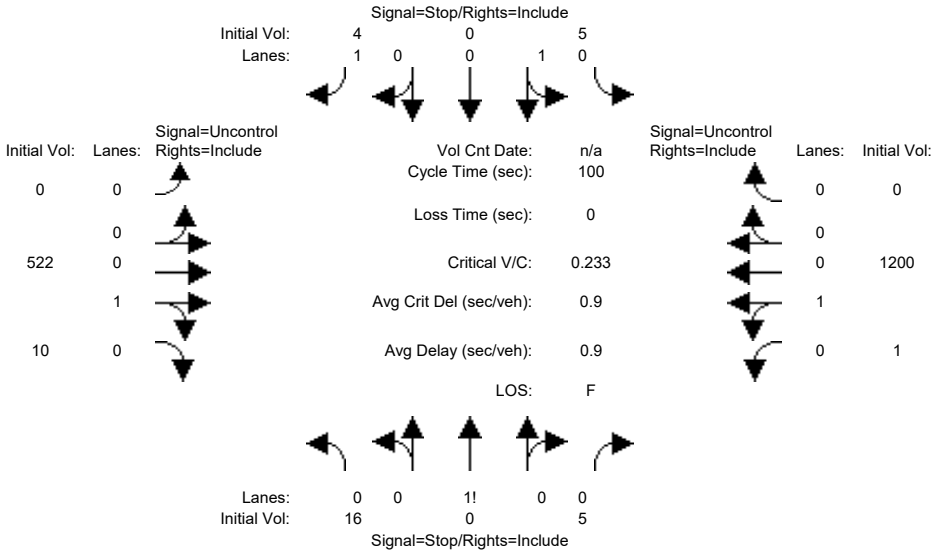


Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	4.0	4.0	4.0	5.5	4.0	5.5	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	203	0	208	295	313	0	0	868	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	203	0	208	295	313	0	0	868	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	5	0	0	0	11	0	0	11	5
Initial Fut:	0	0	0	208	0	208	295	324	0	0	879	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	208	0	208	295	324	0	0	879	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	208	0	208	295	324	0	0	879	341
RTOR Reduct:	0	0	0	0	0	208	0	0	0	0	0	208
RTOR Vol:	0	0	0	208	0	0	295	324	0	0	879	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	208	0	0	295	324	0	0	879	133
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.17	0.19	0.00	0.00	0.51	0.08
Crit Volume:		0		208			295				879	
Crit Moves:				****			****				****	

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative plus Project A.M.

Intersection #2: Woodborough Place and Buchanan Road



Street Name:	Woodborough Place						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	16	0	5	5	0	4	0	506	10	1	1184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	0	5	5	0	4	0	506	10	1	1184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	0	0	0	16	0	0	16	0
Initial Fut:	16	0	5	5	0	4	0	522	10	1	1200	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	5	5	0	4	0	522	10	1	1200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	0	5	5	0	4	0	522	10	1	1200	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1731	1729	527	1732	1734	1200	xxxx	xxxx	xxxxx	532	xxxx	xxxxx
Potent Cap.:	70	89	555	70	89	228	xxxx	xxxx	xxxxx	1046	xxxx	xxxxx
Move Cap.:	69	89	555	69	89	228	xxxx	xxxx	xxxxx	1046	xxxx	xxxxx
Volume/Cap:	0.23	0.00	0.01	0.07	0.00	0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	21.1	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	87	xxxxx	69	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.9	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	59.2	xxxxx	61.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	F	*	F	*	*	*	*	*	A	*	*
ApproachDel:		59.2			43.3			xxxxxx			xxxxxx	
ApproachLOS:		F			E			*			*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Initial Vol:	16	0	5	5	0	4	0	522	10	1	1200	0
ApproachDel:	59.2			43.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1763]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=9]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1763]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Initial Vol:	16	0	5	5	0	4	0	522	10	1	1200	0

Major Street Volume: 1733
Minor Approach Volume: 21
Minor Approach Volume Threshold: 73 [less than minimum of 100]

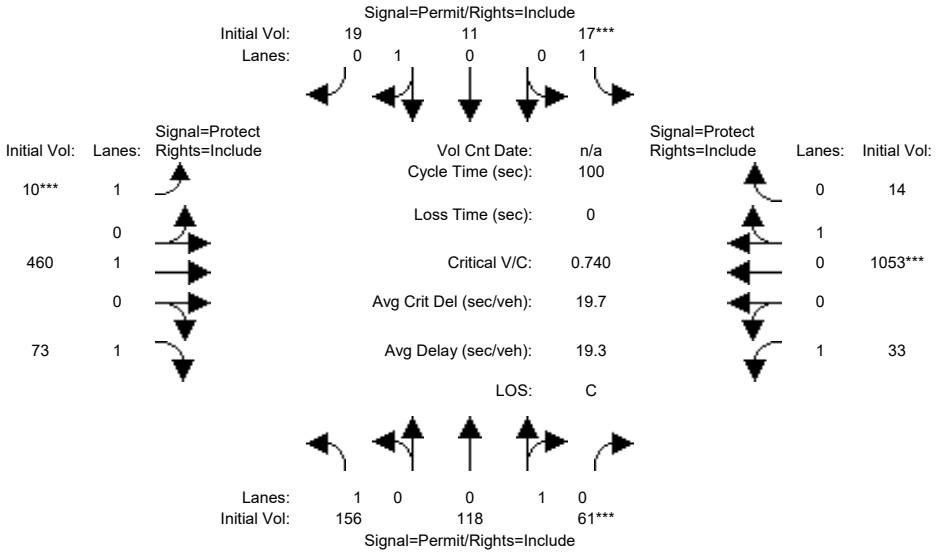
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project A.M.

Intersection #3: Ventura Drive and Buchanan Road



Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module:												
Base Vol:	156	118	59	15	11	19	10	444	73	31	1037	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	118	59	15	11	19	10	444	73	31	1037	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	2	2	0	0	0	16	0	2	16	2
Initial Fut:	156	118	61	17	11	19	10	460	73	33	1053	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	118	61	17	11	19	10	460	73	33	1053	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	118	61	17	11	19	10	460	73	33	1053	14
RTOR Reduct:	0	0	0	0	0	0	0	0	73	0	0	0
RTOR Vol:	156	118	61	17	11	19	10	460	0	33	1053	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	118	61	17	11	19	10	460	0	33	1053	14
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.66	0.34	1.00	0.37	0.63	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	1720	1134	586	1720	631	1089	1720	1720	1720	1720	1697	23
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.01	0.02	0.02	0.01	0.27	0.00	0.02	0.62	0.62
Crit Volume:			179	17			10				1067	
Crit Moves:			****	****			****				****	

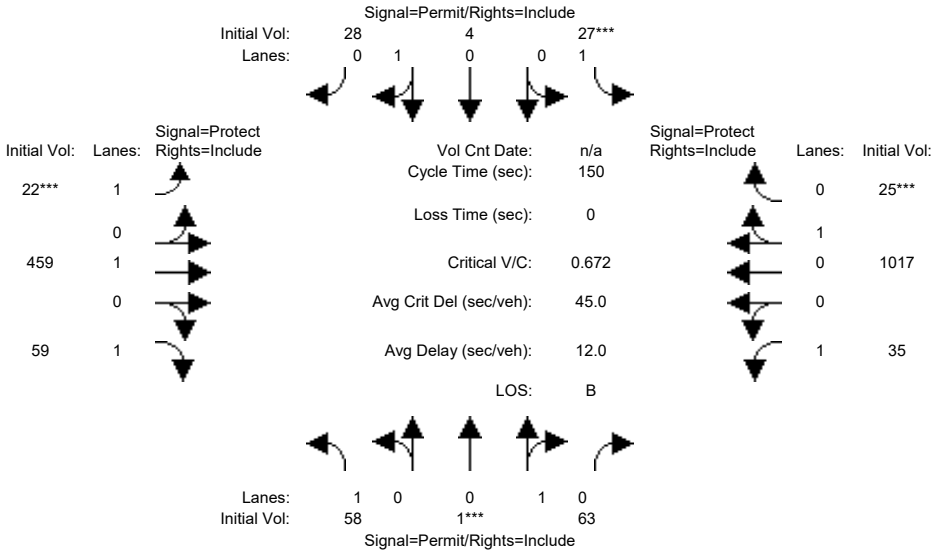
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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project A.M.

Intersection #4: Meadows Avenue and Buchanan Road

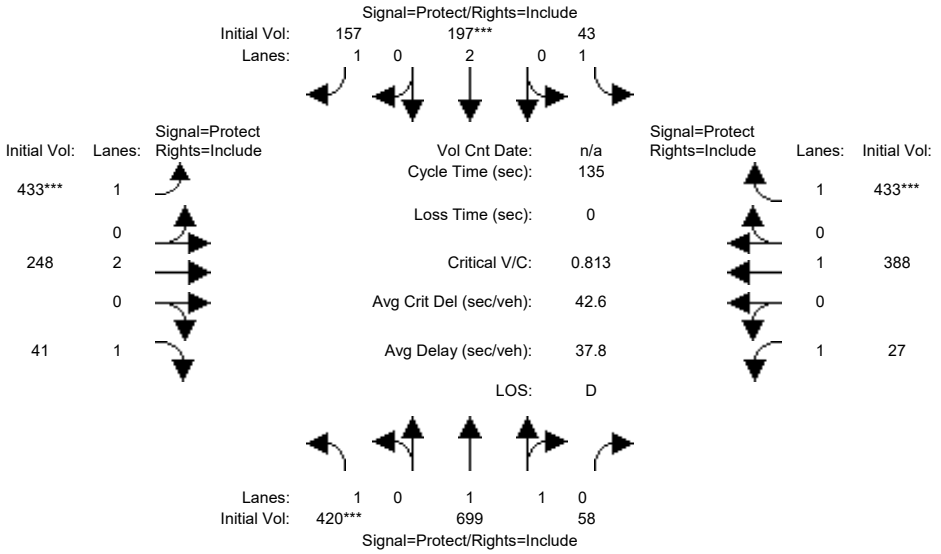


Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module:												
Base Vol:	56	1	63	27	4	24	18	443	57	35	1000	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1	63	27	4	24	18	443	57	35	1000	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	2	0	0	0	0	4	4	16	2	0	17	0
Initial Fut:	58	1	63	27	4	28	22	459	59	35	1017	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1	63	27	4	28	22	459	59	35	1017	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1	63	27	4	28	22	459	59	35	1017	25
RTOR Reduct:	0	0	0	0	0	0	0	0	58	0	0	0
RTOR Vol:	58	1	63	27	4	28	22	459	1	35	1017	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1	63	27	4	28	22	459	1	35	1017	25
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.12	0.88	1.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	1720	27	1693	1720	215	1505	1720	1720	1720	1720	1679	41
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.02	0.02	0.01	0.27	0.00	0.02	0.61	0.61
Crit Volume:		64			27			22				1042
Crit Moves:		****			****			****				****

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project A.M.

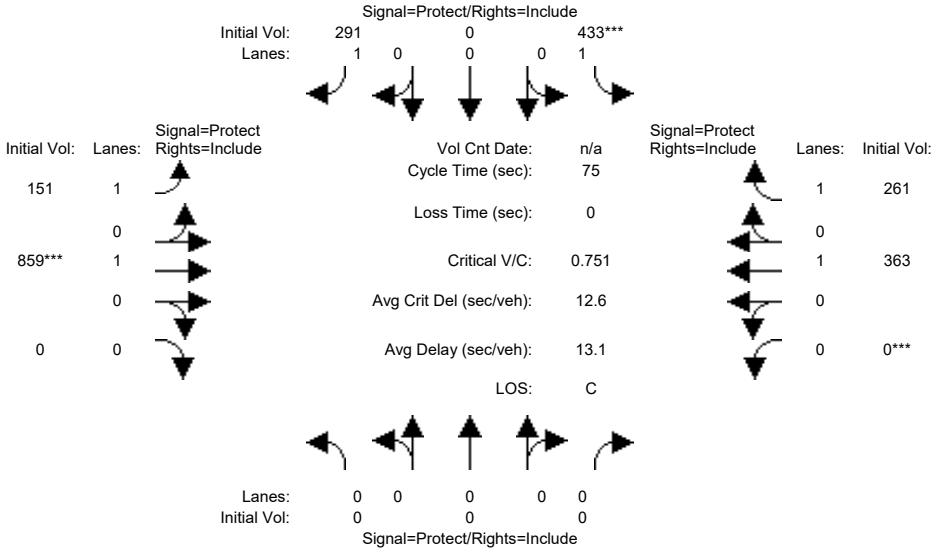
Intersection #5: Somersville Road and Buchanan Road



Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	416	699	58	43	197	148	425	244	37	27	384	433
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	699	58	43	197	148	425	244	37	27	384	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	4	0	0	0	0	9	8	4	4	0	4	0
Initial Fut:	420	699	58	43	197	157	433	248	41	27	388	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	699	58	43	197	157	433	248	41	27	388	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	699	58	43	197	157	433	248	41	27	388	433
RTOR Reduct:	0	0	0	0	0	157	0	0	41	0	0	43
RTOR Vol:	420	699	58	43	197	0	433	248	0	27	388	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	420	699	58	43	197	0	433	248	0	27	388	390
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3047	253	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.25	0.23	0.23	0.03	0.06	0.00	0.26	0.08	0.00	0.02	0.24	0.24
Crit Volume:	420				99		433					390
Crit Moves:	****				****		****					****

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project P.M.

Intersection #1: Loveridge Road and Buchanan Road

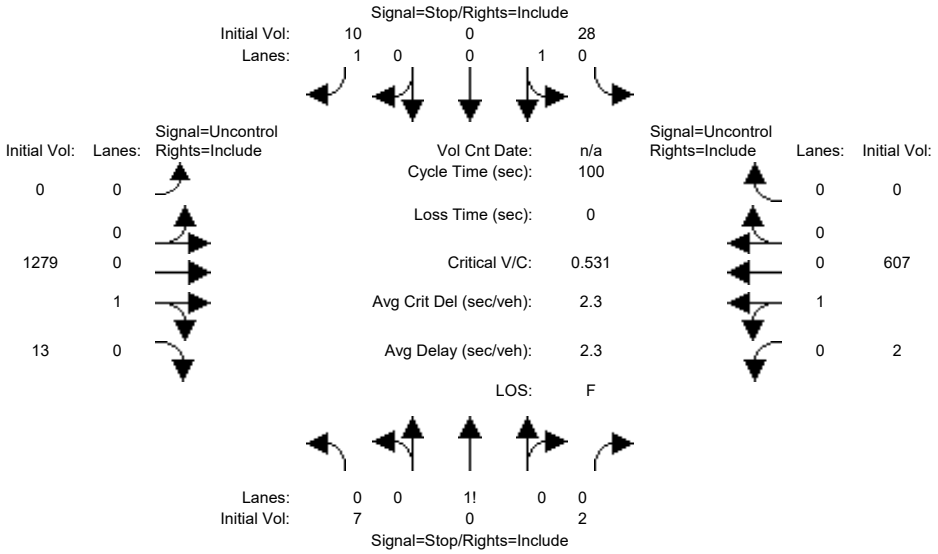


Street Name:	Loveridge Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	8	0	8	8	8	0	0	8	8
Y+R:	4.0	4.0	4.0	5.5	4.0	5.5	5.0	5.0	4.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	427	0	291	151	846	0	0	350	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	427	0	291	151	846	0	0	350	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	6	0	0	0	13	0	0	13	6
Initial Fut:	0	0	0	433	0	291	151	859	0	0	363	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	433	0	291	151	859	0	0	363	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	433	0	291	151	859	0	0	363	261
RTOR Reduct:	0	0	0	0	0	151	0	0	0	0	0	261
RTOR Vol:	0	0	0	433	0	140	151	859	0	0	363	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	433	0	140	151	859	0	0	363	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.08	0.09	0.50	0.00	0.00	0.21	0.00
Crit Volume:		0		433				859		0		
Crit Moves:				****				****		****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative plus Project P.M.

Intersection #2: Woodborough Place and Buchanan Road



Street Name:	Woodborough Place						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	0	2	28	0	10	0	1260	13	2	588	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	2	28	0	10	0	1260	13	2	588	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	0	0	0	19	0	0	19	0
Initial Fut:	7	0	2	28	0	10	0	1279	13	2	607	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	2	28	0	10	0	1279	13	2	607	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	0	2	28	0	10	0	1279	13	2	607	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1902	1897	1286	1898	1903	607	xxxx	xxxx	xxxxx	1292	xxxx	xxxxx
Potent Cap.:	53	70	203	53	70	500	xxxx	xxxx	xxxxx	543	xxxx	xxxxx
Move Cap.:	52	70	203	53	69	500	xxxx	xxxx	xxxxx	543	xxxx	xxxxx
Volume/Cap:	0.13	0.00	0.01	0.53	0.00	0.02	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.3	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	62	xxxxx	53	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	2.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	72.5	xxxxx	133.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx
Shared LOS:	*	F	*	F	*	*	*	*	*	B	*	*
ApproachDel:		72.5			101.5			xxxxxx			xxxxxx	
ApproachLOS:		F			F			*			*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Initial Vol:	7	0	2	28	0	10	0	1279	13	2	607	0
ApproachDel:	72.5			101.5			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1948]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=38]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1948]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Woodborough Place and Buchanan Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			0 0 0 1 0			0 1 0 0 0		
Initial Vol:	7	0	2	28	0	10	0	1279	13	2	607	0

Major Street Volume: 1901
Minor Approach Volume: 38
Minor Approach Volume Threshold: 90 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

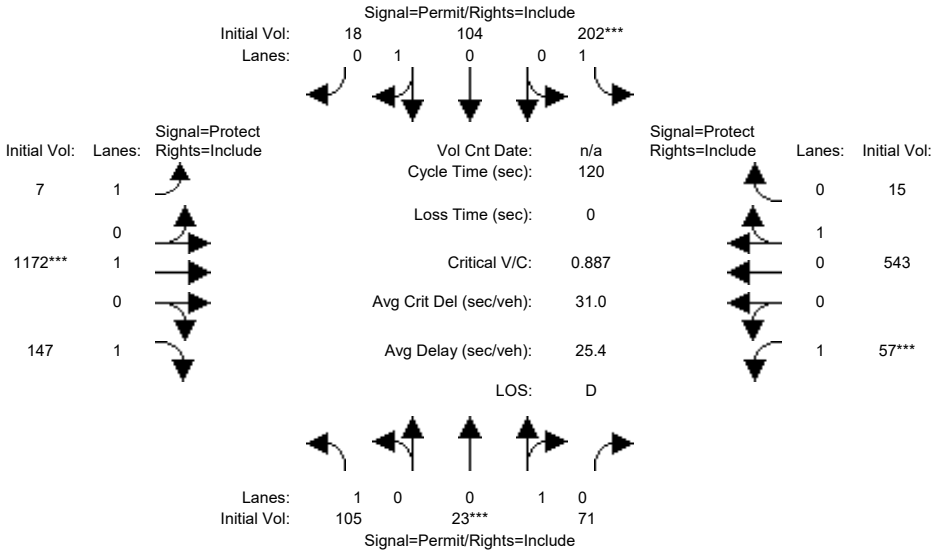
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LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project P.M.

Intersection #3: Ventura Drive and Buchanan Road

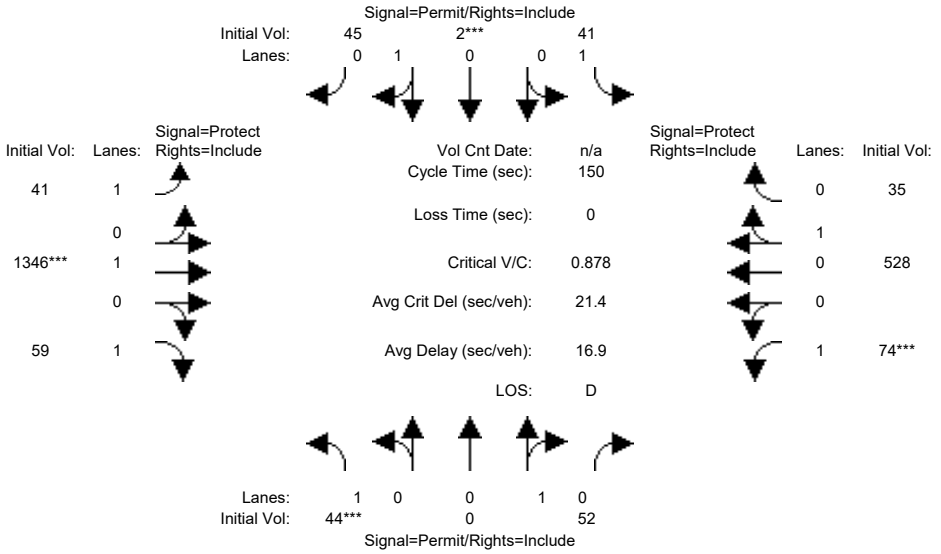


Street Name:	Ventura Drive						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module:												
Base Vol:	105	23	68	199	104	18	7	1153	147	55	524	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	23	68	199	104	18	7	1153	147	55	524	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	3	3	0	0	0	19	0	2	19	3
Initial Fut:	105	23	71	202	104	18	7	1172	147	57	543	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	23	71	202	104	18	7	1172	147	57	543	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	23	71	202	104	18	7	1172	147	57	543	15
RTOR Reduct:	0	0	0	0	0	0	0	0	105	0	0	0
RTOR Vol:	105	23	71	202	104	18	7	1172	42	57	543	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	23	71	202	104	18	7	1172	42	57	543	15
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.24	0.76	1.00	0.85	0.15	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	1720	421	1299	1720	1466	254	1720	1720	1720	1720	1674	46
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.12	0.07	0.07	0.00	0.68	0.02	0.03	0.32	0.32
Crit Volume:		94		202				1172		57		
Crit Moves:		****		****				****		****		

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project P.M.

Intersection #4: Meadows Avenue and Buchanan Road

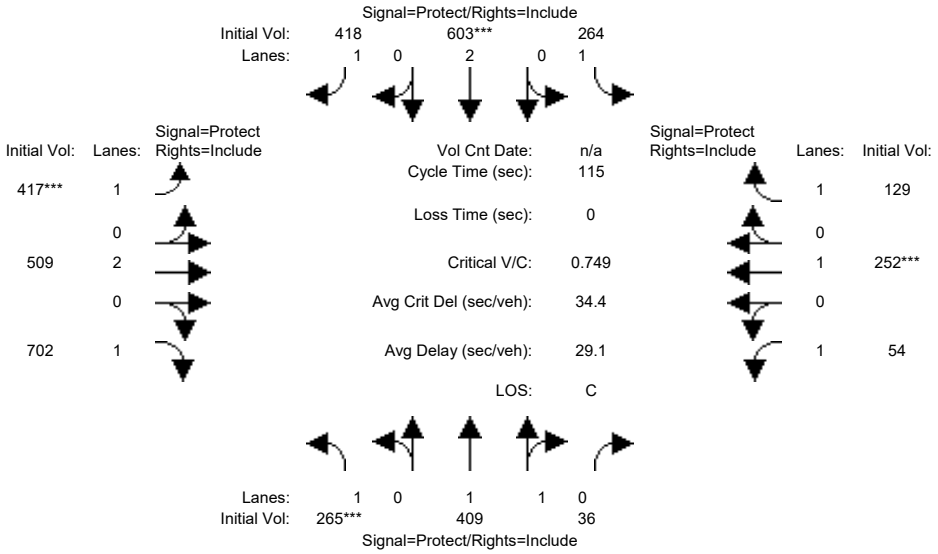


Street Name:	Meadows Avenue						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.1	6.0	6.0	5.1	6.0	6.0
Volume Module:												
Base Vol:	42	0	52	41	2	41	37	1326	57	74	508	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	0	52	41	2	41	37	1326	57	74	508	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	2	0	0	0	0	4	4	20	2	0	20	0
Initial Fut:	44	0	52	41	2	45	41	1346	59	74	528	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	0	52	41	2	45	41	1346	59	74	528	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	52	41	2	45	41	1346	59	74	528	35
RTOR Reduct:	0	0	0	0	0	0	0	0	44	0	0	0
RTOR Vol:	44	0	52	41	2	45	41	1346	15	74	528	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	52	41	2	45	41	1346	15	74	528	35
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.04	0.96	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1720	0	1720	1720	73	1647	1720	1720	1720	1720	1613	107
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.02	0.03	0.03	0.02	0.78	0.01	0.04	0.33	0.33
Crit Volume:	44				47			1346			74	
Crit Moves:	****				****			****			****	

LMK Petro at 1625 Buchanan Road,City of Pittsburg,CA

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
Cumulative plus Project P.M.

Intersection #5: Somersville Road and Buchanan Road



Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	260	409	36	264	603	408	407	504	697	54	247	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	409	36	264	603	408	407	504	697	54	247	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	5	0	0	0	0	10	10	5	5	0	5	0
Initial Fut:	265	409	36	264	603	418	417	509	702	54	252	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	409	36	264	603	418	417	509	702	54	252	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	409	36	264	603	418	417	509	702	54	252	129
RTOR Reduct:	0	0	0	0	0	417	0	0	265	0	0	129
RTOR Vol:	265	409	36	264	603	1	417	509	437	54	252	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	409	36	264	603	1	417	509	437	54	252	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3033	267	1650	3300	1650	1650	3300	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.13	0.16	0.18	0.00	0.25	0.15	0.26	0.03	0.15	0.00
Crit Volume:	265				302		417				252	
Crit Moves:	****				****		****				****	

APPENDIX H

MITIGATION, MONITORING, AND REPORTING PROGRAM

LMK Petro Convenience Store, Gas Station, and Car Wash Project Mitigation Monitoring Program

– October 2022

The California Environmental Quality Act (CEQA) and CEQA Guidelines require Lead Agencies to adopt a program for monitoring the mitigation measures required to avoid significant environmental impacts of a project. The Mitigation Monitoring Program ensures that mitigation measures imposed by the City are completed at the appropriate time in the development process.

The mitigation measures identified in the Initial Study/Mitigated Negative Declaration for the LMK Petro Convenience Store, Gas Station, and Car Wash Project are listed below along with the party responsible for implementation of the mitigation measure, the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign off that the mitigation measure has been implemented.

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
Biological Resources					
IV(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	*IV-1.* *Prior to the removal of any on-site protected tree(s), a tree removal permit application shall be prepared consistent with Section 18.84.845 of the City's Municipal Code, subject to review and approval by the City of Pittsburg Planning Division. For all protected trees proposed for removal, the project applicant shall comply with all tree replacement standards or pay any in-lieu fees pursuant to Section 18.84.855 of the Municipal Code.*	City of Pittsburg Planning Division	Prior to the removal of any on-site protected tree	
Cultural Resources					
V(a), V(b), V(c)	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5; cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5; or disturb any human remains, including those interred outside of dedicated cemeteries?	*V-1.* *Prior to approval of Improvement Plans, plans shall be reviewed by the Pittsburg Community Development Department to ensure the following note is included:* *If any prehistoric or historic artifacts, or other indications of cultural deposits are found once ground disturbing activities are underway, all work within the vicinity of the find(s) shall cease, the Community Development Department shall be notified, and the find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique paleontological or archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available (CEQA Guidelines Section 15064.5). Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code Sections 21083 and 21087).*	City of Pittsburg Community Development Department	Noted prior to approval of Improvement Plans, and implemented during ground disturbing activities	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		V-2. Prior to approval of Improvement Plans, plans shall be reviewed by the Pittsburg Community Development Department to ensure the following note is included: *In the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the County Coroner has been notified to determine if an investigation into the cause of death is required. If the coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. If the Native American Heritage Commission is unable to identify a most likely descendant or most likely descendant fails to make a recommendation within 48 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner, then the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity*	City of Pittsburg Community Development Department	Noted prior to approval of Improvement Plans, and implemented during ground disturbing activities	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.			
Geology and Soils					
VII(c), VII(d)	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; or be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	*VII-1.* *Prior to approval of any improvement plans, all engineering recommendations provided in the site-specific Geotechnical Engineering Report Investigation prepared for the proposed project by Krazan & Associates, Inc. shall be incorporated into project improvement plans, prepared by a licensed civil engineer. The recommendations shall include, but not necessarily be limited to, slabs on grade supported by a uniform layer of imported non-expansive engineered fill, applicable compaction of near surface soils, applicable stabilization of the bottom of excavations, and site demolition activities, which shall include removal of all surface obstructions not intended to be incorporated into final site design. The site demolition activities shall also specify that undocumented fill, and/or utility lines encountered during demolition and construction shall be properly removed and the resulting excavations backfilled with imported non-expansive engineered fill. Compliance with all recommendations specified in the Geotechnical Engineering Investigation shall be verified by a licensed geotechnical engineer; and proof of compliance shall be provided to the City Engineer for review and approval.*	City Engineer	Prior to approval of any improvement plans	
VII(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	*VII-4.* *Implement Mitigation Measure V-I.*	See Mitigation Measure V-I	See Mitigation Measure V-I	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
Hazards and Hazardous Materials					
IX(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	*IX-1.* *During grading and construction activities, if underground storage tanks (USTs) are encountered, the applicant shall obtain a permit from the Contra Costa County Environmental Health Department and hire a licensed contractor to properly remove the UST, subject to review and approval by the Contra Costa County Environmental Health Department. If soils suspected of being contaminated are encountered in association with the USTs, the soils shall be removed in accordance with RWQCB guidelines. Further remediation, if necessary, and disposal of the soils shall be conducted in accordance with State and federal guidelines, subject to verification by the City of Pittsburg Community Development Department.*	City of Pittsburg Community Development Department Contra Costa County Environmental Health Department	During grading and construction activities, if USTs are encountered	
		IX-2. *If indicators of apparent soil contamination (soil staining, odors, debris fill material, etc.) are encountered at the debris pile located within the project site, the impacted area(s) should be isolated from surrounding, non-impacted areas. The project environmental professional shall obtain samples of the potentially impacted soil for analysis of the contaminants of concern and comparison with applicable regulatory residential screening levels (i.e., Environmental Screening Levels, California Human Health Screening Levels, Regional Screening Levels, etc.). Where the soil contaminant concentrations exceed the applicable regulatory residential screening levels, the impacted soil shall be excavated and disposed of offsite at a licensed landfill facility to the satisfaction of the City of Pittsburg Community Development Department.*	City of Pittsburg Community Development Department	If indicators of apparent soil contamination are encountered at the debris pile located within the project site	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		IX-3. Prior to issuance of a demolition permit for on-site structures, the project applicant shall consult with certified Asbestos and/or Lead Risk Assessors to complete and submit for review to the Building Department an asbestos and lead survey. If asbestos-containing materials or lead-containing materials are not discovered during the survey, further mitigation related to asbestos-containing materials or lead-containing materials shall not be required. If asbestos-containing materials and/or lead-containing materials are discovered by the survey, the project applicant shall prepare a work plan to demonstrate how the on-site asbestos-containing materials and/or lead-containing materials shall be removed in accordance with current California Occupational Health and Safety (Cal-OSHA) Administration regulations and disposed of in accordance with all CalEPA regulations, prior to the demolition and/or removal of the on-site structures. The plan shall include the requirement that work shall be conducted by a Cal-OSHA registered asbestos and lead abatement contractor in accordance with Title 8 CCR 1529 and Title 8 CCR 1532.1 regarding asbestos and lead training, engineering controls, and certifications. The applicant shall submit the work plan to the City of Pittsburg for review and approval. The City has the right to defer the work plan to the Contra Costa County Department of Environmental Health for additional review. Materials containing more than one (1) percent asbestos that is friable are also subject to BAAQMD regulations. Removal of materials containing more than one (1) percent friable asbestos shall be completed in accordance with BAAQMD Section 11-2-303.	City of Pittsburg Community Development Department Contra Costa County Department of Environmental Health	Prior to issuance of a demolition permit for on-site structures	

MITIGATION MONITORING PROGRAM
LMK Petro Convenience Store, Gas Station, and Car Wash Project

Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
Hydrology and Water Quality					
X(a), X(ci), X(cii), X(ciii)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality; or 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: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or 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?	*X-1.* *Prior to issuance of grading permits, the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The developer shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The SWPPP shall be submitted to the Director of Public Works/City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable.*	City of Pittsburg Director of Public Works City Engineer	Prior to issuance of grading permits	
		X-2. *In addition to a SWPPP, prior to issuance of grading permits, the project applicant shall create an interim and final erosion and sediment control plan which shall include a delineation and brief description of the measures to be undertaken to retain sediment on the site, including but not limited to, the design and specifications of berms and sediment detention basins and a schedule for maintenance. The plan shall also contain a delineation and brief description of the surface runoff and erosion control measures, including but not limited to, types and method of applying mulches, and designs and specifications for diverters, dikes, and drains. The plan shall be reviewed and approved by the City Community Development Department.*	City of Pittsburg Community Development Department	Prior to issuance of grading permits	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		X-3. The project applicant shall submit a final Stormwater Control Plan and Report compliant with the requirements set forth in the City's most current NPDES permit. The C.3 treatment facilities shall be adequately sized to treat the stormwater runoff from the associated drainage management areas. The grading and/or building plans shall include drawings and specifications necessary to implement all measures in the approved Stormwater Control Plan. Design features shall incorporate low impact development design standards as outlined in the most current edition of the Contra Costa Clean Water Program's C.3 Guidebook. All plans shall be reviewed and approved by the City's Community Development Department.	City of Pittsburg Community Development Department	Prior to issuance of grading permits	
Noise					
XIII(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?	*XIII-1. To the maximum extent practical, as determined by the City of Pittsburg Planning Division, the following measures shall be implemented during project construction:* • *All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition;* • *All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, State, or local agency shall comply with such regulations while in the course of project construction;* • *Electrically powered equipment shall be used instead of pneumatic or internal-*	City of Pittsburg Planning Division City of Pittsburg Community Development Department	Noted prior to approval of project grading plans, and implemented during project construction	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		combustion-powered equipment, where feasible; • *Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors;* • *Project area and site access road speed limits shall be established and enforced during the construction period; and* • *Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.* *The above requirements shall be included via notation on project grading plans, subject to review and approval by the City of Pittsburg Community Development Department.*			
Tribal Cultural Resources					
XVIII(a), XVIII(b)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: 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	*XVIII-1. Implement Mitigation Measures V-1 and V-2.*	See Mitigation Measures V-1 and V-2	See Mitigation Measures V-1 and V-2	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
	5020.1(k); or 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.				

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Upholding an Appeal and Adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as Proposed, and Approval of the LMK Petro Use Permit and Design Review Applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with Beer and Wine Sales for "LMK Petro, AP-16-1189 (GP, RZ, UP, DR)."	)	RESOLUTION NO. 23-

The Pittsburg City Council DOES RESOLVE as follows:

WHEREAS, on September 15, 2016, Shashi Sharma, on behalf of LMK Petro, filed Planning Application No. 16-1189, requesting approval of: 1.) General Plan Amendment (GP) to change the site's land use designation from Low Density Residential (LDR) to Community Commercial (CC); 2.) Rezone from Residential Single-Family 6,000 Square Foot (sq. ft.) Minimum Lot Size (RS-6) to Neighborhood Commercial (CN); 3.) Use Permit pursuant to CN zoning regulations to allow for the operation of a gas station with a convenience store with ABC license to sell beer and wine, and car wash, as accessory uses on the project site; and 4.) Design Review for new construction. The project has undergone several reviews by staff and was also presented to the Planning Commission at a study session on August 8, 2017; and

WHEREAS, the proposed project is governed by the applicable goals and policies of the Pittsburg General Plan and the Pittsburg Municipal Code (PMC); and

WHEREAS, pursuant to PMC section 17.16.100, an applicant may request that two or more applications for separate discretionary approvals, including zoning amendments under Title 18 of this Code, requested, or required in conjunction with a project be consolidated; and

WHEREAS, under Government Code section 65358, the legislative body of a local government agency may amend its general plan, in whole or in part, if it finds that the amendment would be in the public interest. No more than four general plan amendments to each required element may be adopted within one calendar year. In this calendar year so far, the City Council has adopted one amendment to the General Plan Land Use Element; and

WHEREAS, the California Government Code and Pittsburg Municipal Code (PMC) identify the Planning Commission as the advisory body to the City Council on amendments to the general plan. Government Code section 65353(a) requires that the Commission conduct at least one public hearing prior to making its recommendation on a proposed general plan amendment; and

WHEREAS, the project is subject to the California Environmental Quality Act ("CEQA") (Public Resources Code 21000-21189) and the State CEQA guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387); and

WHEREAS, the proposed project is subject to the California Environmental Quality Act (CEQA), and the State CEQA Guidelines (Public Resources Code section 21080). Pursuant to the provisions of the State CEQA Guidelines, an Initial Study was prepared for the project. Based on the analysis in the study, the City Planner determined that potentially significant effects of the project could be lessened through specified mitigations, and subsequently, a Mitigated Negative Declaration was prepared; and

WHEREAS, on October 24, 2022, a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was distributed to the public for a 30-day review, in accordance with CEQA Guidelines section 15105(b). Public distribution of the NOI consisted of delivery to the County Clerk's Office, posting on the City's website, and on November 10, 2022, direct mailing to all interested parties and owners/occupants of the properties directly contiguous with the project, in accordance with CEQA Guidelines section 15072; and

WHEREAS, on or prior to December 2, 2022, in accordance with Government Code section 65091 and Pittsburg Municipal Code (PMC) section 18.14.020, a "Notice of Public Hearing" for the December 13, 2022, public hearing on this item was posted at City Hall and at and near the project site; was delivered to the Pittsburg Library; was mailed via first class mail to the applicant and property owner, to owners of property located within 300 feet of the project site, and to local service agencies anticipated to provide services to the business; and was mailed via first class mail or email to individuals and organizations who had previously filed written request for such notice. A copy of the notice was also placed on the "Public Notices" page of the city website on December 2, 2022. The notice was also posted on www.nextdoor.com ("Nextdoor"); and

WHEREAS, on December 13, 2022, the Planning Commission considered the Initial Study prepared for the project and held a public hearing on Planning Application No. AP 16-1189 (GP, RZ, UP, DR), at which time oral and/or written testimony was considered; and

WHEREAS, on December 22, 2022, Shashi Sharma, on behalf of LMK Petro, pursuant to PMC 18.18.969 filed an appeal of the Planning Commission's determination; and

WHEREAS, on or prior to September 22, 2023, in accordance with Government Code section 65091 and Pittsburg Municipal Code (PMC) section 18.14.020, a "Notice of Public Hearing" for the October 2, 2023, public hearing on this item was posted at City Hall and at and near the project site; was delivered to the Pittsburg Library; was mailed via first class mail to the applicant and property owner, to owners of property located within 300 feet of the project site, and to local service agencies anticipated to provide services to the business; and was mailed via first class mail or email to individuals and organizations who had previously filed written request for such notice. A copy of the notice was also placed on the "Public Notices" page of the city website on September 22, 2023. The notice was also posted on www.nextdoor.com ("Nextdoor"); and

WHEREAS, on October 2, 2023, the City Council held a public hearing on the appeal of the Planning Commission's recommendation not to recommend the adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment and Use Permit and Design Review Applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with Beer and Wine Sales for, LMK Petro, AP-16-1189 (GP, RZ, UP, DR).

NOW, THEREFORE, the City Council finds and determines as follows:

Section 1. Recitals

The recitals set forth above are true and correct statements and are incorporated herein.

Section 2. Findings

A. Based on the City Council Staff Report dated October 2, 2023, and entitled, "Appeal of the Planning Commission's Decision not to Recommend City Council Adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as Proposed, and Approval of the LMK Petro Use Permit and Design Review Applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with Alcoholic Beverage Sales for LMK Petro, AP-16-1189 (GP, RZ, UP, DR)", and based on all written and oral testimony presented at the meeting, the City Council finds that:

1. The Mitigated Negative Declaration adopted for this project was prepared in compliance with Public Resources Code section 21000 et seq.

General Plan Map Amendment

2. The requested General Plan map amendment is in the public interest, in that it will facilitate the use of the underutilized parcel and help the City achieve its economic development objectives while reducing blight.

Use Permit for Service Station with Convenience Store and Car Wash

3. The use is in accord with the objective of the Zoning Ordinance, the purposes of the land-use district in which it is located and is appropriate to the specific location, in that the service station is a conditionally permitted use in the CC District and would provide retail of convenience items and automobile and service uses to residents in the vicinity, where such services are currently limited.

4. The use will not be detrimental to the health, safety, and general welfare of the city, provided that the business operator is required to comply with county and state permitting requirements intended to ensure safety, reduce vapor emissions from gasoline dispensing on the property, and maximize opportunities for recycling and minimization of waste diverted to landfills. The proposed use will enhance access of the immediate community by eliminating some of the longer vehicle trips (and thereby, vehicle emissions and air pollutants) associated with longer drives to gas stations located further away for refueling and purchases of convenience items.

5. The use will not adversely affect the orderly development of property within the city, but rather would offer a convenient commercial amenity in proximity to the surrounding residential communities.

6. The use will not adversely affect property values, but rather, it will increase the assessed value of the property, and thereby, property tax revenue from its development. Additionally, would introduce a small commercial component that would provide a convenience store for the immediate area and employ about 25 – 30 local people.

7. The use is consistent with the General Plan, in that service stations with convenience store uses are specifically identified as uses consistent with the *Community Commercial* General Plan land use designation for the site. There is no specific plan applicable to this property.

8. The use will not create a nuisance or enforcement problem, provided that alcohol sales from the site are controlled and the business operator maintains order on the premises and the overall cleanliness of the site.

9. The use will not encourage marginal development within the neighborhood, but rather has been architecturally designed and

landscaped to visually integrate it into surroundings and the Buchanan Road corridor.

10. The use will not create a demand for public services within the city beyond that of the ability of the city to meet in the light of taxation and spending restraints, provided that alcohol sales from the site are controlled and the business operator maintains order on the premises and the overall cleanliness of the site.

11. The use is consistent with the city's approved funding priorities in that the proposed improvements will be privately financed, and the use will generate ongoing business and sales tax revenue for the city, as residents who currently drive to service stations and stores in surrounding cities to buy gas and make other convenience purchases would have an additional alternative within city limits.

Design Review

12. The proposed structures conform with good taste, good design and will in general contribute to the character and image of the city as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality. The proposed new structures will be composed of high-quality materials and earth-tone finishes such as CMU blocks finished with stucco and reveals, stone veneer, wood brackets, clay tiles, designed to complement and blend in with the surroundings. The proposed site improvements also incorporate native, non-invasive, and drought-tolerant landscaping appropriate for the site's location.

13. The structures will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable, in that the buildings that would be occupied by customers and employees of the business would be completely enclosed and built to current building standards.

14. The exterior design and appearance of the structures is not of inferior quality as to cause the nature of the existing neighborhood to materially depreciate in appearance and value; rather, the proposed structures have been designed so as to incorporate architectural elements that complement and visually integrate into the surroundings.

15. There are no other prominent developments in the general area at the moment, although the proposed gas station, convenience store and car wash buildings incorporate similar architectural features and building materials and colors as other structures in the vicinity.

16. The application conforms with the criteria set forth in the city's adopted Development Review and Design Guidelines (DRDG, Planning Commission Resolution No. 8927). More specifically, the landscaping and site layout proposed as part of this project include 15-gallon or larger sized trees and sufficiently wide landscaped planters and the majority of plants selected for the landscaping are drought-tolerant or are otherwise well-suited to the climate of the area (DRDG sections IV.c, IV.e, IV.f, IV.g and IV.m). The buildings have also been designed to create visual connections between the service station buildings and existing development in the vicinity (DRDG sections IV.n, IV.o, IV.v and IV.x).

B. The staff report entitled "Resolution Recommending Approval of a General Plan Amendment, Zoning Map Amendment, Use Permit for an Automobile Service Station with Convenience Store with Beer and Wine Sales, Automated Car Wash, and Approving Design Review of Site Improvement and Architectural Plans for the Construction of a Fueling Station with Three Buildings and a Canopy, for "LMK Petro, AP-16-1189 (GP, RZ, UP, DR)." dated December 13, 2022, is referenced hereto as additional support for the findings.

Section 3. Decision

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Pittsburg hereby:

A. Upholds the Appeal for Application No. AP 16-1189 (GP, RZ, UP, DR);

B. Adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program contained in Exhibits A and B of this resolution;

C. Amends the General Plan, Figure 2-2 (Land Use Diagram) and Figure 2-4g (Buchanan Subarea) to change the land use designation of the properties described in section 1.A above, from a 'Low Density Residential' to 'Community Commercial' as substantially presented in Exhibit C of this resolution;

D. Authorizes staff to modify other Land Use Element tables and charts as necessary to reflect the change in land use acreages and maintain internal consistency with the General Plan document;

E. Approves a Use Permit and Design Review of architectural and landscape plans, subject to the conditions as substantially presented below:

General Use Conditions

1. Conformity with Project Plans: The proposed project shall be constructed in substantial conformity with the project plans dated December 28, 2019, except as may be hereinafter modified. Any major changes to the project

plans shall be subject to review and approval by the Planning Commission at the City Planner's discretion.

2. The approved use shall be operated substantially as presented to the City Council in the staff report identified in Section 2 above, except as may be modified by the conditions below. Operation of the approved business in a manner inconsistent with this use permit shall be grounds for revocation of the use permit.

3. Landscape Plans: The applicant shall submit a final landscape plan which identifies the total landscaped area, plant species and quantities in conformance with Pittsburg Municipal Code section 18.84.308. A minimum of 10% of the site must be landscaped.

4. Landscape Maintenance: The applicant or subsequent business owner or operator shall be responsible for maintaining landscaping in accordance with the approved landscape plan. Amendments or modifications to the approved landscape plan shall be submitted to the city planner for approval.

5. Bicycle Parking. The applicant shall maintain permanent, fixed bicycle racks or lockers for a minimum of 6 bicycles. The final design and location of any new bicycle rack(s) shall be subject to review and approval by the Planning Division.

6. Photometric Plan: The developer shall provide a lighting and photometric plan showing the location, type, and design of all outdoor lighting. Final location and design shall be subject to review and approval by the Planning Division prior to installation.

7. Lighting: All lighting shall be arranged to reflect light away from adjoining properties and public rights-of-way. In general, lighting fixtures shall be shielded to prevent glare on adjoining properties and public rights-of-way.

8. Sign Permits: Building signage is not approved with this resolution. The applicant or business operator(s) shall submit proposed signs as part of separate sign permit applications, which shall be subject to review and approval by the Community Development Department prior to installation.

9. Trash Enclosure. The trash enclosure on site shall be consistent with the City of Pittsburg Trash Enclosure Design Standards and accommodate for refuse recycling and organics. The final design, materials and location of the trash enclosure shall be subject to review and approval by the Planning Division

10. Peace and Order: The business operators shall be responsible for maintaining the peace and order on the premises. All necessary steps

shall be taken to ensure that the customers refrain from incidents of violence that adversely impact the safety of the community. Should the business operators fail to control loitering, noise, public disturbances or incidents of violence, and in the event that the business necessitates an increased police presence, the Chief of Police may require the business owners to provide additional public safety measures, including but not limited to, video cameras, additional exterior lighting, hiring licensed and bonded security guards approved by the Police Department, or such other measures as determined necessary by the Chief of Police. Any such required additional measures shall be at the business owner's/operator's sole expense.

11. Site Maintenance: The site shall be kept clean and free of all graffiti, litter, debris and refuse at all times. All landscaping on site shall be kept weed free and maintained in a healthy and thriving condition. Outdoor storage shall be prohibited.

12. EV Spaces and EVSE: At least 1 (one) Electric Vehicle (EV) spaces with rapid Electric Vehicle Supply Equipment (EVSE) shall be installed, consistent with Guideline IV.D.4 of the City of Pittsburg Development Review Design Guidelines (Planning Commission Resolution No. 9864). The installed EVSE shall be 'Level 2', capable of charging at 30 amperes or higher at 208 or 240 volts. The appropriate permissive and regulatory signage shall be provided immediately adjacent to each EV space in accordance with California Manual on Uniform Traffic Control Devices and Title 24 of the California Building Code. Compliance with this condition shall be shown on the construction drawings and improvement plans submitted for building and engineering permits. The applicant may incorporate more conduit for additional EVSE in the future.

    Or

    Battery switching station, and sufficient solar photovoltaic panels to fully charge a number of electric vehicles equivalent to 25% of the estimated average daily trips, should be installed.

13. Interior Noise: The building design shall implement the following measures in order to reduce interior noise impacts in compliance with State noise standards:

    a. in order for windows and doors to remain closed, mechanical ventilation such as air conditioning shall be provided for all buildings;
    b. all windows and glass doors shall be rated STC 24 or higher such that the noise reduction provided will satisfy the interior noise standard of 45 dBA CNEL; and

c. all vent ducts connecting interior spaces to the exterior (i.e., bathroom exhaust, etc.) shall have at least two 90 degree turns in the duct.

14. Utility Screening: All air conditioning units, utility boxes, transformers, backflow preventers, meters, and junction boxes shall be substantially screened from public view using a block or retaining wall screen, wood/architectural screen, or dense landscaping screen consistent with Appendix 1 of the City of Pittsburg Development Review Design Guidelines (Planning Commission Resolution No. 9864). Compliance with this condition shall be shown on the construction drawings and improvement plans submitted for building and engineering permits, and the final design shall be subject to review and approval by the Community Development Department prior to issuance of said permits.

15. Gutters & Downspouts: All gutters and downspouts shall be placed behind exterior walls, consistent with Guideline IV.m of the City of Pittsburg Development Review Design Guidelines (Planning Commission Resolution No. 9864). Final gutter and/or downspout placement shall be identified on the construction drawings and shall be subject to review and approval by the Community Development Department prior to issuance of a building permit.

16. Solar Panels: The roofs of the proposed structures shall be pre-wired to create a solar-ready surface, consistent with Guideline IV.D.1 of the City of Pittsburg Development Review Design Guidelines (Planning Commission Resolution No. 9864). Wiring details shall be included on the construction drawings and shall be subject to review and approval by the Community Development Department prior to issuance of a building permit.

17. Cool Roof: The buildings shall incorporate a cool roof for reduction of heat island effect, consistent with Guideline IV.D.1.c of the City of Pittsburg Development Review Design Guidelines. Cool roofs shall meet the minimum solar reflectance requirements discussed under CalGreen Nonresidential Voluntary Measure A5.106.11 (see 2016 California Green Building Standards Code, Part 11). Compliance with this condition shall be shown on the construction drawings submitted for building permits.

18. Site Hardscapes: At least fifty percent of all outdoor hardscapes within the project shall use light colored materials with an initial solar reflectance value of at least 30 as determined in accordance with American Society for Testing and Materials (ASTM) Standards E1918 or C1549. Compliance with this condition shall be shown on the construction drawings and improvement plans submitted for building and engineering permits.

19. Green Building Features: The project shall meet the Nonresidential Mandatory Measures specified under the 2019 California Green Building Standards Code, Part II. In addition to those measures, the project shall implement the following Nonresidential Voluntary Measures:

    A5.106.5.1 Designated parking for clean air vehicles
    A5.106.11.2 Cool roof for reduction of heat island effect
    A5.203.1 Energy efficiency. (Tier 1)
    A5.303.2.3.1 Indoor water use – Tier 1 – 12-percent savings.
    A5.303.4.1 Non-water supplied urinals.
    A5.405.5 Cement and concrete.
    A5.507.1 Lighting and thermal comfort controls.
    A5.508.1.3 Hydrochlorofluorocarbons (HCFCs), or
    A5.508.1.4 Hydrochlorofluorocarbons (HCFCs).

    Compliance with this condition shall be shown on the construction drawings submitted for building permits.

20. At all times during operation of the business, the business operator shall maintain a city business license, permit approval from the Contra Costa Department of Environmental Health, permit approval from the Bay Area Air Quality Management District, and other permits as required for the sale of food and dispensing of gasoline on the site.

21. No palettes, shipping or storage containers, drums, scrap materials, recyclable or otherwise, shall be stored outdoors on the premises, except as otherwise approved by the Planning Division.

22. The site shall be kept clean and free of all litter, debris and refuse, and all landscaping on site shall be kept weed free and maintained in a healthy condition.

23. The retail sale of tobacco and smoking paraphernalia (hookahs, mouthpieces, bongs, and pipes) is prohibited.

Use Conditions Related to Stormwater Quality

24. The business operator shall ensure that the dumpster/trash enclosure area is swept daily, and that the debris is disposed of properly.

25. The business operator shall ensure that all employees and personnel are educated about pollution prevention and Best Management Practices.

26. The business operator shall ensure that employees bag and seal food waste prior to placing it into the dumpsters.

27. The business operator shall ensure that lids are kept closed on all tallow bins, and that they are maintained so as to avoid spillage, leaking, and/or overflowing.

28. The business operator shall have all floor drains inside the restaurant connected to the sanitary sewer.

29. The business operator shall ensure the employees use dry cleanup methods where applicable.

30. The business operator shall ensure that employees clean equipment, collect water and cleaning liquids, and dispose of water and cleaning liquids to the sanitary sewer, not to the exterior storm drain system or to any storm drain inlets/catch basins.

31. The business operator shall not allow floor mats to be cleaned or rinsed outdoors unless in a mop sink or bermed area draining to the sanitary sewer.

32. The business operator shall ensure that detergents/degreasers are never used in the process of outdoor cleaning.

33. All paved surfaces on site shall be maintained in good condition and cleaned at least once a year, between July 15 and October 15 (just prior to the rainy season). Cleaning of paved surfaces shall incorporate Best Management Practices that capture and clean the dirty water prior to discharging it to the storm drain. The business operator shall hire only mobile surface cleaners that have been trained and are recognized by the Bay Area Stormwater Management Agencies Association (BASMAA), for cleaning of the parking and paved areas.

34. Employees shall be trained on how to implement and use current Best Management Practices related to chemical storage and vehicle washing, including those activities' potential for storm water and ground pollution and how to minimize those potentials.

Use Conditions Related to Alcohol Off-Sale

35. The business operator shall obtain state Department of Alcoholic Beverage Control (ABC) approval of an alcohol off-sale license, prior to the sale of any alcoholic beverages from the convenience store or storage of any alcoholic beverages on-site.

36. The facility operator shall post signage advising customers that consumption of alcoholic beverages and loitering on-site are prohibited. The signage shall be placed in a prominent location near the main

entrance of the building and shall be at least one square foot in size, or larger as necessary to ensure that the text of the sign is legible at a minimum distance of five feet.

37. The possession of alcoholic beverages in open containers and the consumption of alcoholic beverages are prohibited on or around the premise.

38. Upon approval of a liquor license by the Department of Alcoholic Beverage Control (ABC), the following conditions shall be applicable:

    a. Signage advertising the availability of alcohol for purchase from the store, including display of corporate logos of alcohol vendors, shall not be posted so as to be visible to any individual positioned outside of the store.

    b. No alcoholic beverage sales shall occur before 9:00 a.m. and after 11:00 p.m.

    c. The sale of single containers of beer or malt liquor shall be prohibited. Beer shall only be sold in manufacturer-assembled multi-packs consisting of four or more containers.

    d. Fortified wine shall not be sold from the store. Wine that is sold from the store shall be limited to manufacturer standard-sized containers holding 750 or more milliliters (mL) of product. Single-serving bottles of wine or wine coolers may be sold, provided that each single-serving bottle contains at least 187 mL of alcohol and provided that they are sold in manufacturer-assembled multi-packs of four or more bottles.

    e. At no time shall there be more than 25 linear feet of shelving within the store that is devoted to the sale and/or display of alcoholic beverages. The shelf area on which alcohol is displayed for purchase shall not be located within 20 feet of the customer entrance to the store.

39. Transfer of ABC License. In accordance with Business and Professions Code subsection 23800(E), and upon application for transfer of ownership of the ABC license, the Pittsburg Police Department shall reserve the right to amend the conditions of the ABC license.

40. Peace and Order. The business operator shall be responsible for maintaining the peace and order on the premises. All necessary steps shall be taken to ensure that the customers refrain from incidents of violence and/or intoxication that adversely impact the safety of the

community. Should the business experience loitering, noise, public disturbances or incidents of violence, and in the event that the business necessitates an increased police presence, the Chief of Police may require the business operator to provide additional public safety measures, including but not limited to, video cameras, additional exterior lighting, hiring licensed and bonded security guards approved by the Police Department, or such other measures as determined necessary by the Chief of Police. Additionally, the Chief of Police at their sole discretion and for any reason may, upon 90 days' notice, further restrict the hours of operation for the establishment for the hours of sale and sale of alcohol and distilled spirits as outlined under the applicants Type 21 ABC license. Any such required additional measures shall be at the business operator's sole expense.

General Design Review Conditions

41. The site improvements associated with this project shall be constructed and installed in substantial conformance with the project plans entitled, "C-Store, Gas Station, Car Wash" date stamped December 28, 2019, except as modified by the conditions below.

42. Prior to issuance of a certificate of occupancy, the developer shall install bicycle racks to accommodate a minimum of six bicycles on-site. The bicycle rack may be covered by a shelter. The design, color and proposed location of the racks shall be reviewed and approved by the Planning and Engineering Divisions prior to issuance of a building permit. The bicycle rack design shall conform to adopted City of Pittsburg standard details.

43. New signage is not approved at this time. No signs shall be installed until their plans have been reviewed and approved by the city under a separate sign permit application.

44. Prior to issuance of a certificate of occupancy, the developer shall install minimum four-inch-high block style numbers on the building that contrast with the building façade for address identification. The numbers shall be in a color that is contrasting to the background surface to which they are adhered and shall be readily visible from the street (or in the case of shopping centers, visible from the closest parking lot aisle).

45. The trash enclosure shall be sized so as to sufficiently accommodate all of the trash, grease disposal and recycling needs of both the restaurant and convenience store uses. The dimensions of the enclosure and the enclosure access gates shall be subject to approval by the City Planning Division, the City Public Works Division, and Pittsburg Disposal Services, prior to issuance of a building permit. In order to ensure adequate access into the enlarged enclosure for Pittsburg Disposal trucks, the landscaped

island just east of the enclosure may need to be shortened, subject to approval by the Planning Division.

46. The landing at the entry into the enclosure shall be paved with cement concrete.

47. The trash enclosure shall be constructed with at least one door or gate or secondary access measuring between three and four feet in width, in order to provide a secondary pedestrian entrance into and exit from the enclosure.

48. If required by the Contra Costa Environmental Health Department, the interior of the trash enclosure shall be constructed with hot and cold running water lines.

    The enclosure shall be equipped with a floor drain that is connected to the sanitary sewer, and if a hot water connection is required inside the enclosure, then the floor drain shall be fitted with a grease interceptor or grease trap, subject to approval by the City Building Division. The developer shall demonstrate compliance with this requirement by incorporating design details in the civil plans. Said plans shall be submitted to the Development Services Department for review and approval prior to construction of the trash enclosure.

49. The trash enclosure shall be constructed with a low berm at its entrance, or its interior floor shall be sloped slightly so as to prohibit waste liquids from discharging out of the enclosure and entering a storm drain. Storm drains shall not be located within the drainage area of the enclosure.

50. Marked recycling bins for glass, aluminum and plastic containers shall be provided adjacent to each garbage can placed on the property. At a minimum, recycling bins shall be placed adjacent to the customer entrance into the convenience store; adjacent to the customer entrance into the self-service restaurant; in the outdoor seating area identified on the plans; and under the fueling station canopy at each set of four fueling stations.

51. The developer shall label all onsite storm drains with "No Dumping Drains to River" stencils or other medium and similar message approved by the Planning Division.

52. Prior to issuance of a building permit, the developer shall submit a detailed landscaping and irrigation plan (which shall include drought tolerant planting around the perimeter slope), and other documentation as required by the state model water efficient landscaping ordinance or other local water efficient landscaping ordinance in effect at the time the developer

applies for a building permit. Prior to issuance of a certificate of occupancy, the developer shall complete and submit all certifications confirming that the landscaping and irrigation were installed in compliance with the approved detailed landscaping and irrigation plan, as required pursuant to the applicable ordinance in effect at the time the developer applies for a building permit.

Engineering Conditions

53. Improvement and Grading Plan Review fees. The applicant shall provide an initial payment for review of the grading and improvement plans with the first submittal. These fees are based on the engineer's estimated costs for site improvements and grading, which shall be submitted with the plans. The improvement plan check fee is 7% of the cost of the improvements. The grading plan check fee is 2.5% of the cost for grading, or it may be based upon cubic yards of earth disturbance as set forth in the City's Master Fee Schedule. Fifty percent (50%) of these total fees are to be paid with the initial submittal of plans and engineer's cost estimate. These initial payments will be credited towards the final fees as determined at engineering permit. The remainder of the fees shall be due payable prior to issuance of an engineering permit.

54. Improvement and Grading Inspection fees. The applicant shall pay the improvement and/or grading inspection fee(s) to the Engineering Division prior to the issuance of a single parcel development permit. The current improvement inspection fee is 6.75% of the engineer's estimated cost for improvements. The grading inspection fee is 3% of the engineer's estimated cost of grading. The grading inspection fee may also be based upon an approved engineer's estimate of total cubic yards, according to the current schedule of grading fee charges as set forth in the City's Master Fee Schedule.

55. Facility Reserve Charge. Prior to the issuance of a building permit, the applicant shall pay the City of Pittsburg Facilities Reserve Charge (PMC Chapters 13.08, 13.12 and 13.24) (the "FRC") to the Engineering Division for water and sewer service in the amounts in effect at the time of building permit issuance. The applicant understands that the current FRC on file, effective August 20, 2005, shall be paid in accordance with the fee schedule approved by Resolution No. 05-10290, and amended by Resolution No. 12-11778, on February 21, 2012, a copy of which is available at the City.

56. Local Traffic Mitigation Fee. Prior to issuance of a building permit, the applicant shall pay the Local Transportation Mitigation Fee (PMC Chapter 15.90) (the "LTMF") amount in effect at the time of building permit issuance. The applicant understands that the LTMF is reviewed and

adjusted annually to the current Construction Cost Index (CCI) and may be increased at the City Council's discretion based on revised cost estimates for roadway and transit facilities and other factors that demonstrate an increase is needed to offset traffic impacts caused by new development. The LTMF is calculated by dividing the total fee share of improvement costs by the total number of Dwelling Unit Equivalencies ("DUE") in the City, as described in PMC Chapter 15.90 and the Pittsburg Local Transportation Mitigation Fee Program Update, copies of which are available from the City.

57. Regional Traffic Mitigation Fee. Prior to issuance of a building permit, the applicant shall pay the Regional Transportation-Development Impact Mitigation Fee (PMC Chapter 15.103) (the "RTDIM") amount in effect at the time of building permit issuance. The RTDIM will be automatically increased or decreased on January 1 of each year based on the percent change in the Engineering News-Record Construction Costs Index – San Francisco Bay Area, between September 1 and September 1 of the preceding two calendar years.

58. GIS Update. Prior to the issuance of an engineering permit, the applicant shall pay the Geographic Information System (GIS) fee as set forth in the City's Master Fee Schedule. The current fee is $119 plus $0.06/sf of parcel improvements for non-residential uses.

59. Supplemental Studies. If additional engineering studies are deemed necessary by the City Engineer, i.e., geotechnical, structural, hydraulic, etc., or expedited reviews are requested by the applicant, the applicant shall pay for all costs related to the extra work. The costs shall be paid at the time of first plan check submittal, and they may include all costs associated with the preparation of special studies, additional staff time, and/or reviews of the special studies if studies are prepared by the applicant's engineer.

ENGINEERING SUBMITTALS:

60. Improvement Plans. The applicant shall submit electronic, pdf. files of the engineering plans to the Engineering Division for review and approval through the Accela permitting portal. The plans shall be prepared by a registered civil engineer, to include but not be limited to the following:
    - A Site Plan
    - A Grading and Drainage Plan
    - A Utilities Plan
    - A Landscaping and Irrigation Plan
    - A Stormwater Control Plan and Report
    - An Erosion and Sedimentation Control Plan

- Offsite Improvements due to Project Impacts

61. Geotechnical Report. The applicant shall submit a current geotechnical report that supports the design features incorporated into this project including, but not limited to, grading activities, compaction requirements, utility construction, slopes, retaining walls, and roadway sections. The geotechnical report shall be submitted to the Engineering Division for review prior to the approval of any civil plans and/or the issuance of a site development permit.

62. Stormwater Pollutants. The applicant shall incorporate long-term best management practices (BMP's) for the reduction or elimination of storm water pollutants. The project design shall incorporate wherever feasible, the following long term BMPs to limit pollutant generation, discharge, and runoff. Such source control design measures may include:

    - Incorporating landscaping that minimizes irrigation and runoff, promotes surface infiltration where possible, minimizes the use of pesticides and fertilizers, and incorporates appropriate sustainable landscaping practices.
    - Providing covered trash, food waste, and compactor enclosures.
    - Using pavers for walkways and other appropriate hardscape surfaces to minimize impervious areas.
    - Minimizing the amount of directly connected impervious surface area.
    - Marking all storm drains with "No Dumping, Drains to Delta" messages.
    - Constructing concrete driveway weakened plane joins at angles to assist in directing run-off to landscaped/pervious areas prior to entering the street curb and gutter.
    - Plumbing of the following discharges to the sanitary sewer, subject to Delta Diablo's authority and standards.
    - Discharges from indoor floor mat/equipment/hood filter wash racks or covered outdoor wash racks for restaurant.
    - Dumpster drips from covered trash and food compactor enclosures.
    - Discharges from outdoor covered wash areas for vehicles, equipment, and accessories.
    - Fire sprinkler test water if discharge to onsite vegetated areas is not a feasible option.

63. Stormwater Pollution Protection During Construction. Prior to the issuance of a grading permit, the applicant shall submit an Erosion and Sedimentation Control Plan or Stormwater Pollution Prevention Plan (if the project requires a permit from the State Water Resources Control Board under the provisions of the General Construction Permit) to the Engineering Division for review. The Stormwater Pollution Prevention Plan measures shall also include measures to prevent soil, dirt, and debris from entering the storm drain system, in

accordance with California Stormwater Quality Association's (CASQA's) construction handbook.

64. Stormwater Control Plan. The applicant shall submit a complete Stormwater Control Plan and narrative report compliant with the requirements set forth in the City's most current NPDES permit. The C.3 treatment facilities shall be adequately sized to treat the stormwater runoff from the associated drainage management areas and incorporate adequate designs to comply with current hydrograph modification requirements. The grading, improvement, and landscaping plans shall include drawings and specifications necessary to implement all measures in the Stormwater Control Plan. Design features should incorporate low impact development design standards as outlined in the most current edition of the Contra Costa Clean Water Program's C.3 Guidebook. These features include limiting directly connected impervious area, and incorporating pervious pavements, self-retaining areas, treatment BMPs, permanent stormwater control BMPs, and other features that control stormwater flow and potential for stormwater pollutants. Grading and/ or building permits shall not be issued until this condition is met to the satisfaction of the Engineering and Planning Divisions.

65. Operations and Maintenance Plan. The applicant shall submit a Stormwater BMP Operation and Maintenance Plan for the continuous maintenance of all C.3 facilities constructed to meet the C.3 requirements of the project. The final plan shall be submitted to the Engineering Division prior to the certificate of occupancy.

66. Operation and Maintenance Agreement and Right of Entry. The applicant shall execute the Operations and Maintenance Agreement and Right of Entry, which pertain to the transfer of ownership and / or long-term maintenance of stormwater treatment BMPs or hydrograph modification BMPs prior to the issuance of a certificate of occupancy. The Guidelines for the preparation of Stormwater BMP Operation and Maintenance Plans are found on the Contra Costa County Clean Water Program website (www.cccleanwater.org) or the Stormwater C.3 Guidebook, most current edition.

UTILITIES:

67. Applicant shall locate and cap the existing service line to the property and install a new service line in accordance with City standard specifications.

68. Off-Site Capacity Evaluation. The applicant shall evaluate the existing, receiving storm, sewer, and water facilities for adequate capacity and provide the results to the City to identify any service or supply problems. The cost for installation of additional facilities required to be constructed to accommodate the project shall be borne by the applicant.

69. The applicant shall replace trees that are removed at a 1:1 ratio, with at least 15-gallon size trees. If room does not permit for the installation of these trees on site, then applicant shall coordinate the re-planting of trees at an alternate location acceptable to the City Engineer or pay an in-lieu fee of $80 per tree towards future planting of trees. Applicant shall not plant the following tree species: large oaks, pines/redwoods, or eucalyptus trees along any public sidewalk or roadway.

70. The applicant shall obtain all necessary permits from the US Bureau of Reclamation for the corrective grading work within their property.

71. The applicant shall provide frontage improvements, sidewalk, and driveway approach in accordance with current City standard specifications and provisions.

ENGINEERING EXACTIONS (CFD inclusion):

72. Annexation Documentation for CFD 2005-1. The applicant shall agree to annex into the Community Facilities District 2005-1, which is for public safety services. The fees collected will provide funding for an increase of police coverage in the area. The rate of the CFD 2005-1 fee is subject to City Council Resolution No. 05-10342. The applicant shall deliver written approval in a manner acceptable to the Community and Economic Development Director, that the owner of the parcel is electing to annex the subject property into the 2005-1 Public Safety Services Community Facilities District (CFD 2005-1), prior to the issuance of any building or engineering permits.

73. Annexation Documentation for CFD 2017-1. The applicant shall agree to annex into the Community Facilities District 2017-1, which is for fire facilities and fire safety and emergency services. The rate of the CFD 2017-1 fee is subject to City Council Resolution No. 17-13311. The applicant shall deliver written approval in a manner acceptable to the Community and Economic Development Director, that the owner of the parcel is electing to annex the subject property into the 21017-1 Fire Facilities and Fire Safety and Emergency Services Community Facilities District (CFD 2017-1), prior to the issuance of any building or engineering permits.

Public Works

74. The trees being removed need to be replaced at a 1:1 ratio with at least a 15-gal size. If there is not enough room on the property to replace all of the trees removed, then 15 gal trees need to be discussed with City staff and donated for planting nearby or a fund needs to be set aside so that we can plant the remaining number of trees somewhere else within the city.

This is to keep within our Tree City USA requirements. 15 gal trees are approximately $80 each depending on the species.

75. Trees in plans need to be planted at least 4 feet from sidewalk and/or roadway. No large oaks, pines/redwoods, or eucalyptus trees should be planted along sidewalk/roadway.

CEQA Mitigation Measures

76. The project shall incorporate all the Mitigation Measures as outlined in the Mitigation Monitoring and Reporting (MMRP) Program attached to the Resolution as Exhibit B and as follows:

77. Prior to the removal of any on-site protected tree(s), a tree removal permit application shall be prepared consistent with Section 18.84.845 of the City's Municipal Code, subject to review and approval by the City of Pittsburg Planning Division. For all protected trees proposed for removal, the project applicant shall comply with all tree replacement standards or pay any in-lieu fees pursuant to Section 18.84.855 of the Municipal Code.

78. Prior to approval of Improvement Plans, plans shall be reviewed by the Pittsburg Community and Economic Development Department to ensure the following note is included: If any prehistoric or historic artifacts, or other indications of cultural deposits are found once ground disturbing activities are underway, all work within the vicinity of the find(s) shall cease, the Community Development Department shall be notified, and the find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique paleontological or archaeological resource, contingency funding, and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available (CEQA Guidelines Section 15064.5). Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code Sections 21083 and 21087).

79. Prior to approval of Improvement Plans, plans shall be reviewed by the Pittsburg Community and Economic Development Department to ensure the following note is included:

    In the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated

cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the County Coroner has been notified to determine if an investigation into the cause of death is required. If the coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. If the Native American Heritage Commission is unable to identify a most likely descendant or most likely descendant fails to make a recommendation within 48 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner, then the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.

80. Prior to approval of any improvement plans, all engineering recommendations provided in the site-specific Geotechnical Engineering Report Investigation prepared for the proposed project by Krazan & Associates, Inc. shall be incorporated into project improvement plans, prepared by a licensed civil engineer. The recommendations shall include, but not necessarily be limited to, slabs on grade supported by a uniform layer of imported non-expansive engineered fill, applicable compaction of near surface soils, applicable stabilization of the bottom of excavations, and site demolition activities, which shall include removal of all surface obstructions not intended to be incorporated into final site design. The site demolition activities shall also specify that undocumented fill, and/or utility lines encountered during demolition and construction shall be properly removed and the resulting excavations backfilled with imported non-expansive engineered fill. Compliance with all recommendations specified in the Geotechnical Engineering Investigation shall be verified by a licensed geotechnical engineer; and proof of compliance shall be provided to the City Engineer for review and approval.

81. During grading and construction activities, if underground storage tanks (USTs) are encountered, the applicant shall obtain a permit from the Contra Costa County Environmental Health Department and hire a licensed contractor to properly remove the UST, subject to review and approval by the Contra Costa County Environmental Health Department. If soils suspected of being contaminated are encountered in association with the USTs, the soils shall be removed in accordance with RWQCB

guidelines. Further remediation, if necessary, and disposal of the soils shall be conducted in accordance with State and federal guidelines, subject to verification by the City of Pittsburg Community Development Department.

82. If indicators of apparent soil contamination (soil staining, odors, debris fill material, etc.) are encountered at the debris pile located within the project site, the impacted area(s) should be isolated from surrounding, non-impacted areas. The project environmental professional shall obtain samples of the potentially impacted soil for analysis of the contaminants of concern and comparison with applicable regulatory residential screening levels (i.e., Environmental Screening Levels, California Human Health Screening Levels, Regional Screening Levels, etc.). Where the soil contaminant concentrations exceed the applicable regulatory residential screening levels, the impacted soil shall be excavated and disposed of offsite at a licensed landfill facility to the satisfaction of the City of Pittsburg Community Development Department.

83. Prior to issuance of a demolition permit for on-site structures, the project applicant shall consult with certified Asbestos and/or Lead Risk Assessors to complete and submit for review to the Building Department an asbestos and lead survey. If asbestos-containing materials or lead-containing materials are not discovered during the survey, further mitigation related to asbestos-containing materials or lead-containing materials shall not be required. If asbestos-containing materials and/or lead-containing materials are discovered by the survey, the project applicant shall prepare a work plan to demonstrate how the on-site asbestos-containing materials and/or lead-containing materials shall be removed in accordance with current California Occupational Health and Safety (Cal-OSHA) Administration regulations and disposed of in accordance with all CalEPA regulations, prior to the demolition and/or removal of the on-site structures. The plan shall include the requirement that work shall be conducted by a Cal-OSHA registered asbestos and lead abatement contractor in accordance with Title 8 CCR 1529 and Title 8 CCR 1532.1 regarding asbestos and lead training, engineering controls, and certifications. The applicant shall submit the work plan to the City of Pittsburg for review and approval. The City has the right to defer the work plan to the Contra Costa County Department of Environmental Health for additional review. Materials containing more than one (1) percent asbestos that is friable are also subject to BAAQMD regulations. Removal of materials containing more than one (1) percent friable asbestos shall be completed in accordance with BAAQMD Section 11-2-303.

84. Prior to issuance of grading permits, the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The developer shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP

shall serve as the framework for identification, assignment, and implementation of BMPs. The SWPPP shall be submitted to the Director of Public Works/City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable.

85. In addition to a SWPPP, prior to issuance of grading permits, the project applicant shall create an interim and final erosion and sediment control plan which shall include a delineation and brief description of the measures to be undertaken to retain sediment on the site, including but not limited to, the design and specifications of berms and sediment detention basins and a schedule for maintenance. The plan shall also contain a delineation and brief description of the surface runoff and erosion control measures, including but not limited to, types and method of applying mulches, and designs and specifications for diverters, dikes, and drains. The plan shall be reviewed and approved by the City Community Development Department.

86. The project applicant shall submit a final Stormwater Control Plan and Report compliant with the requirements set forth in the City's most current NPDES permit. The C.3 treatment facilities shall be adequately sized to treat the stormwater runoff from the associated drainage management areas. The grading and/or building plans shall include drawings and specifications necessary to implement all measures in the approved Stormwater Control Plan. Design features shall incorporate low impact development design standards as outlined in the most current edition of the Contra Costa Clean Water Program's C.3 Guidebook. All plans shall be reviewed and approved by the City's Community Development Department.

87. To the maximum extent practical, as determined by the City of Pittsburg Planning Division, the following measures shall be implemented during project construction:

    - All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition;
    - All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, State, or local

agency shall comply with such regulations while in the course of project construction;

- Electrically powered equipment shall be used instead of pneumatic or internal- combustion-powered equipment, where feasible;
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors;
- Project area and site access road speed limits shall be established and enforced during the construction period; and
- Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

The above requirements shall be included via notation on project grading plans, subject to review and approval by the City of Pittsburg Community and Economic Development Department.

Contra Costa Health Services Hazardous Materials Programs (CCHSHMP)

88. If hazardous materials and/or hazardous waste (as defined by California Health and Safety Code Section 25501) will be on-site or generated on-site during construction activities, the responsible person(s) for these hazardous materials and/or hazardous waste shall contact CCHSHMP by calling (925) 655-3200. Depending upon the materials/waste, the quantities, and the day(s) on-site, the responsible person(s) may be required to file a Hazardous Materials Business Plan (HMBP) in accordance with Chapter 6.95 of the California Health and Safety Code and Title 19 of the California Code of Regulations. Permit fees may be billed to the responsible person(s).

    a. Should construction activities generate hazardous waste in accordance with Chapter 11, Division 4.5, Title 22 of the California Code of Regulations, the responsible person(s) shall immediately notify CCHSHMP by calling (925) 655-3200. The responsible person(s) will be required to obtain an Environmental Protection Agency (EPA) identification number in order to properly dispose of hazardous waste(s).

    b. Should an underground storage tank (UST) be discovered during construction activities that contains or may have previously contained a hazardous substance (as defined by Section 25281(h) of the California Health and Safety Code), the responsible person(s) shall immediately cease work in the area and contact CCHSHMP at (925) 655-3200. An UST permit to close will be required.

c. The business must submit an UST Permit Application for new tank installation to CCHSHMP. No UST construction works shall be conducted before the business receives the approved UST Permit Application. Please contact CCHSHMP at (925) 655-3200 for more information.

d. If business that stores greater than 1,320 gallons of petroleum products (new or used) in aboveground tanks and/or containers 55 gal or more, it is required to develop and implement a Spill Prevention Control and Countermeasure (SPCC) Plan. Legislation (AB 1130) transfers the authority for inspecting the business that requires a SPCC Plan from the State Water Resources Control Board (SWRCB) to the local Certified Unified Program Agencies (CUPA) effective January 1, 2008. Aboveground Petroleum Storage Act (APSA), adopted in chapter 6.67 of the Health and Safety Code requires the CUPA's to ensure that businesses that are required to have a SPCC Plan are implementing that plan. Effective January 1, 2010, the local CUPA's will be charging the businesses that must implement a SPCC Plan according to the APSA, a fee as part of the annual CUPA fee.

e. Once the construction project is completed, the business must submit the HMBP including Facility Information, Hazardous Materials Inventory, Site Map(s), Emergency Response and Training Plans, UST, Hazardous Waste and/or APSA submittal elements (if applicable) in the California Environmental Reporting System (CERS) within 30 days when one of the following occurs: a 100 percent or more increase in the quantity of a previously disclosed material; any handling of a previously undisclosed hazardous material; a change of business address, business ownership, or business name; or a substantial change in the handler's operations that requires modification to any portion of the business plan.

PG&E Easement

89. PG&E operates a high-voltage electric transmission line on this property within an easement. Said easement was recorded in Volume 559 at Page 461 of Contra Costa County records. PG&E’s easement prohibits the erection or construction of any buildings or other structures within the easement area. Buildings and structures, including canopies must remain completely outside of the easement area. The applicant shall address the following requests and relocate any of features identified by PG&E out of the easement area to the satisfaction of PG&E, subject to review and approval by the Zoning Administrator prior to application for building permits:

a. PG&E requests planting only low-growing shrubs under the wire zone and only grasses within the easement area. Along the border of the transmission line right-of-way, plant only small trees no taller than 10 feet. Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case-by-case basis. The Company requests the applicant provide lighting specifications for PG&E's review. Heavy equipment access to PG&E facilities is to be maintained at all times.

b. Parking is to clear PG&E structures by at least 10 feet. Reservoirs, Sumps, Drainage Basins, and Ponds are prohibited within PG&E's easements for electric transmission lines.

c. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

d. The proposed trash enclosure, bio-retention facility, propane tank, air and water dispenser are in conflict and impact the PG&E easement area.

Standard Conditions of Approval

90. The applicant shall comply with all the requirements of the Development Services Department, Contra Costa County Fire Protection District, Delta Diablo Sanitation District, Contra Costa Flood Control and Water Conservation District, and all other applicable local, state, and federal agencies.

91. Sales Tax Payments. Any purchase, acquisition, and/or supply of goods and materials, as well as any new or replacement equipment and supplies purchased by the Applicant or its contractors, subcontractors, agents or affiliates, subject to the limitation set forth below, in connection with this Project shall be apportioned and paid to and at the applicable sales tax rate in effect for the City as administrated by the California Department of Tax and Fee Administration ("CDTFA"); provided, however, that Applicant shall only be required to use commercially reasonable efforts to ensure compliance with this subsection from its contractors, subcontractors, agents, or affiliates. At no point may Applicant or its contractors, subcontractors, agents, or affiliates contractually agree to waive or share sales and use taxes from this Project with any other city, county or other entity in the State of California, regardless of agreement they might have with another jurisdiction where they have offices or conduct business. The City of Pittsburg will be the sole jurisdiction of record to the transfer of title. Applicant and its contractors, subcontractors, agents, and affiliates shall

comply with the Sales and Use Tax Requirements ("Requirements") set forth below and all CDTFA requirements. If the City becomes aware of modifications necessary to such Requirements, City may propose to incorporate new or revised requirements, subject to Applicant's agreement which shall not be unreasonably withheld, conditioned or delayed.

92. Applicant, its contractors, subcontractors, agents or affiliates, and/or future project owners and/or operators, as applicable, shall adhere to the following steps in effort to maximize the City's allocation of sales and use taxes associated with project construction and operations by taking the following steps:

- Prior to issuance of a grading or building permit or within 60 days of the effective date of this approval, whichever comes first, the developer shall register with the CDTFA and keep such registration current throughout the operational life of the project.

- Apply for a Use Tax Direct Pay Permit. Upon receipt of registration, provide a copy to the City and/or their consultant for verification.

- Self-accrue and pay use taxes in accordance CDFTA requirements.

- Report local and district use taxes to CDFTA on applicable use tax returns.

- Applicant shall use commercially reasonable efforts to endeavor to require all contractors, subcontractors, agents, and affiliates providing building materials and fixtures, such as but not limited to, bulk lumber, concrete, structural steel, and prefabricated building components to be used in connection with the construction and development of, or incorporated into, the Project, to:

    - obtain a Seller's Permit;
    - issue a resale certificate to any supplier of material that will allow it to buy property without payment of tax:
    - file timely Sales and Use tax returns and report local tax on materials consumed and fixtures sold by the contractor, subcontractor, agent or affiliate based on the sole jobsite location located in the City of Pittsburg;
    - elect to obtain a sub permit for the job site of any contract valued at Five Million Dollars ($5,000,000) or more enabling the contractor, subcontractor, agent or affiliate to make a direct allocation of the tax based on the jobsite located in the City of Pittsburg; and
    - otherwise designate the Property as the place of use of materials used in the construction of the Project in order to

have the full local use tax portion of the sales and use tax distributed directly to the City of Pittsburg.

- Applicant shall use commercially reasonable efforts to endeavor to require and instruct each of its contractors, subcontractors, agents, and affiliates to cooperate with the City to ensure the local use tax is allocated to City of Pittsburg.

- To assist City in its efforts to ensure that the full amount of such local sales/use tax is allocated to the City, Applicant or its General Contractor shall provide City with a quarterly spreadsheet, which includes a list of all subcontractors, agents or affiliates with contracts in excess of the amount set forth above, a description of all applicable work, and the dollar value of such subcontracts or agreements. City or City's consultant may use the information provided it to contact each contractor, subcontractor, agent or affiliate to determine which may qualify to register the jobsite for allocation of the local use tax to the City of Pittsburg.

93. Grounds for Revocation: Operation in a manner inconsistent with that described in the report, violation of a zoning regulation or condition of this resolution, existence of a public nuisance, or conviction of a federal or state law or city ordinance in connection with the operation of the use shall be grounds for revocation of the use permit (PMC section 18.28.100).

94. Standard Conditions of Development: The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval for this project as applicable. Where there is a conflict between the Standard Conditions of Development and the project-specific conditions identified in this resolution, the specific conditions of this resolution shall govern.

95. Other Agency Requirements: The applicant shall comply with all the requirements of the City's Community Development Department, Contra Costa County Fire Protection District, and all other applicable local, state, and federal agencies. It is the responsibility of the applicant to contact each local, state, or federal agency for requirements that may pertain to this project.

96. Indemnification: The applicant agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of this project approval, subsequent project approval, or other action arising out of, or in connection with, this project approval. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable

efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel at applicant's sole cost and expense. The applicant may select its own legal counsel to represent the applicant's interests at the applicant's sole cost and expense. The applicant shall pay for City's costs of defense, whether directly or by timely reimbursement to City on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.

97. Expiration of Approval: Use permit and Design Review approval will expire on October 2, 2026, unless a building permit or grading permit has been issued or a written request for extension is filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission. The approval shall be valid for no more than six months from the date of building or grading permit issuance unless work is commenced and diligently pursued prior to the expiration of the building or grading permit. The term of the use permit approval shall be co-terminus with the design review approval for this project.

Section 4: Effective Date

This resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburg on the 2nd day of October 2023, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

_____
Shanelle Scales-Preston, Mayor

ATTEST:

_____
Alice E. Evenson, City Clerk

APPENDIX H

MITIGATION, MONITORING, AND REPORTING PROGRAM

LMK Petro Convenience Store, Gas Station, and Car Wash Project Mitigation Monitoring Program

– October 2022

The California Environmental Quality Act (CEQA) and CEQA Guidelines require Lead Agencies to adopt a program for monitoring the mitigation measures required to avoid significant environmental impacts of a project. The Mitigation Monitoring Program ensures that mitigation measures imposed by the City are completed at the appropriate time in the development process.

The mitigation measures identified in the Initial Study/Mitigated Negative Declaration for the LMK Petro Convenience Store, Gas Station, and Car Wash Project are listed below along with the party responsible for implementation of the mitigation measure, the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign off that the mitigation measure has been implemented.

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
Biological Resources					
IV(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	*IV-1.* *Prior to the removal of any on-site protected tree(s), a tree removal permit application shall be prepared consistent with Section 18.84.845 of the City's Municipal Code, subject to review and approval by the City of Pittsburg Planning Division. For all protected trees proposed for removal, the project applicant shall comply with all tree replacement standards or pay any in-lieu fees pursuant to Section 18.84.855 of the Municipal Code.*	City of Pittsburg Planning Division	Prior to the removal of any on-site protected tree	
Cultural Resources					
V(a), V(b), V(c)	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5; cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5; or disturb any human remains, including those interred outside of dedicated cemeteries?	*V-1.* *Prior to approval of Improvement Plans, plans shall be reviewed by the Pittsburg Community Development Department to ensure the following note is included:* *If any prehistoric or historic artifacts, or other indications of cultural deposits are found once ground disturbing activities are underway, all work within the vicinity of the find(s) shall cease, the Community Development Department shall be notified, and the find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique paleontological or archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available (CEQA Guidelines Section 15064.5). Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code Sections 21083 and 21087).*	City of Pittsburg Community Development Department	Noted prior to approval of Improvement Plans, and implemented during ground disturbing activities	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		V-2. Prior to approval of Improvement Plans, plans shall be reviewed by the Pittsburg Community Development Department to ensure the following note is included: *In the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the County Coroner has been notified to determine if an investigation into the cause of death is required. If the coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. If the Native American Heritage Commission is unable to identify a most likely descendant or most likely descendant fails to make a recommendation within 48 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner, then the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity*	City of Pittsburg Community Development Department	Noted prior to approval of Improvement Plans, and implemented during ground disturbing activities	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.			
Geology and Soils					
VII(c), VII(d)	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; or be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	*VII-1. Prior to approval of any improvement plans, all engineering recommendations provided in the site-specific Geotechnical Engineering Report Investigation prepared for the proposed project by Krazan & Associates, Inc. shall be incorporated into project improvement plans, prepared by a licensed civil engineer. The recommendations shall include, but not necessarily be limited to, slabs on grade supported by a uniform layer of imported non-expansive engineered fill, applicable compaction of near surface soils, applicable stabilization of the bottom of excavations, and site demolition activities, which shall include removal of all surface obstructions not intended to be incorporated into final site design. The site demolition activities shall also specify that undocumented fill, and/or utility lines encountered during demolition and construction shall be properly removed and the resulting excavations backfilled with imported non-expansive engineered fill. Compliance with all recommendations specified in the Geotechnical Engineering Investigation shall be verified by a licensed geotechnical engineer; and proof of compliance shall be provided to the City Engineer for review and approval.*	City Engineer	Prior to approval of any improvement plans	
VII(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	*VII-4. Implement Mitigation Measure V-I.*	See Mitigation Measure V-I	See Mitigation Measure V-I	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
Hazards and Hazardous Materials					
IX(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	*IX-1. During grading and construction activities, if underground storage tanks (USTs) are encountered, the applicant shall obtain a permit from the Contra Costa County Environmental Health Department and hire a licensed contractor to properly remove the UST, subject to review and approval by the Contra Costa County Environmental Health Department. If soils suspected of being contaminated are encountered in association with the USTs, the soils shall be removed in accordance with RWQCB guidelines. Further remediation, if necessary, and disposal of the soils shall be conducted in accordance with State and federal guidelines, subject to verification by the City of Pittsburg Community Development Department.*	City of Pittsburg Community Development Department Contra Costa County Environmental Health Department	During grading and construction activities, if USTs are encountered	
		IX-2. If indicators of apparent soil contamination (soil staining, odors, debris fill material, etc.) are encountered at the debris pile located within the project site, the impacted area(s) should be isolated from surrounding, non-impacted areas. The project environmental professional shall obtain samples of the potentially impacted soil for analysis of the contaminants of concern and comparison with applicable regulatory residential screening levels (i.e., Environmental Screening Levels, California Human Health Screening Levels, Regional Screening Levels, etc.). Where the soil contaminant concentrations exceed the applicable regulatory residential screening levels, the impacted soil shall be excavated and disposed of offsite at a licensed landfill facility to the satisfaction of the City of Pittsburg Community Development Department.	City of Pittsburg Community Development Department	If indicators of apparent soil contamination are encountered at the debris pile located within the project site	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		IX-3. Prior to issuance of a demolition permit for on-site structures, the project applicant shall consult with certified Asbestos and/or Lead Risk Assessors to complete and submit for review to the Building Department an asbestos and lead survey. If asbestos-containing materials or lead-containing materials are not discovered during the survey, further mitigation related to asbestos-containing materials or lead-containing materials shall not be required. If asbestos-containing materials and/or lead-containing materials are discovered by the survey, the project applicant shall prepare a work plan to demonstrate how the on-site asbestos-containing materials and/or lead-containing materials shall be removed in accordance with current California Occupational Health and Safety (Cal-OSHA) Administration regulations and disposed of in accordance with all CalEPA regulations, prior to the demolition and/or removal of the on-site structures. The plan shall include the requirement that work shall be conducted by a Cal-OSHA registered asbestos and lead abatement contractor in accordance with Title 8 CCR 1529 and Title 8 CCR 1532.1 regarding asbestos and lead training, engineering controls, and certifications. The applicant shall submit the work plan to the City of Pittsburg for review and approval. The City has the right to defer the work plan to the Contra Costa County Department of Environmental Health for additional review. Materials containing more than one (1) percent asbestos that is friable are also subject to BAAQMD regulations. Removal of materials containing more than one (1) percent friable asbestos shall be completed in accordance with BAAQMD Section 11-2-303.	City of Pittsburg Community Development Department Contra Costa County Department of Environmental Health	Prior to issuance of a demolition permit for on-site structures	

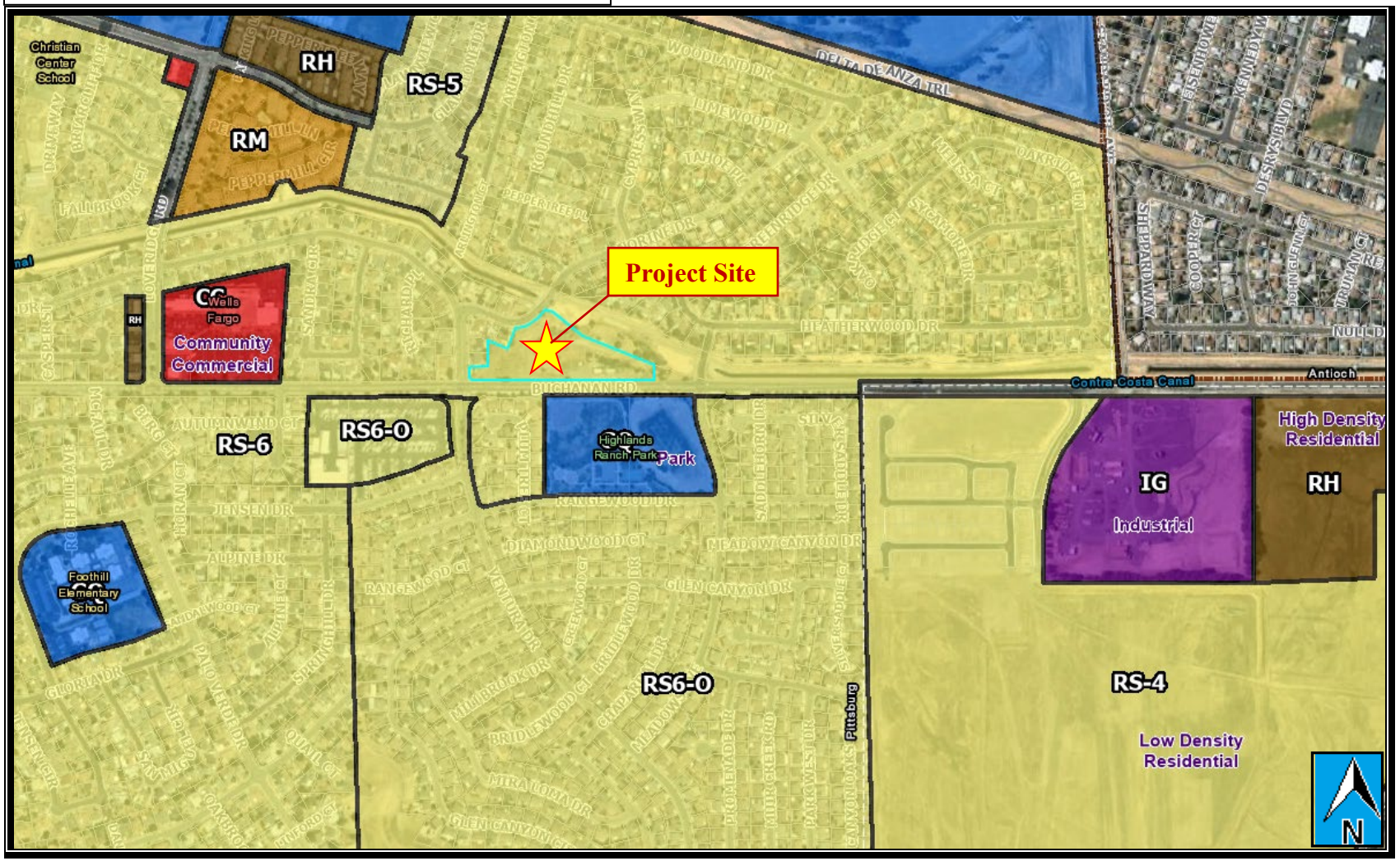
MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
Hydrology and Water Quality					
X(a), X(ci), X(cii), X(ciii)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality; or 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: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or 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?	*X-1. Prior to issuance of grading permits, the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The developer shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The SWPPP shall be submitted to the Director of Public Works/City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable.* *X-2. In addition to a SWPPP, prior to issuance of grading permits, the project applicant shall create an interim and final erosion and sediment control plan which shall include a delineation and brief description of the measures to be undertaken to retain sediment on the site, including but not limited to, the design and specifications of berms and sediment detention basins and a schedule for maintenance. The plan shall also contain a delineation and brief description of the surface runoff and erosion control measures, including but not limited to, types and method of applying mulches, and designs and specifications for diverters, dikes, and drains. The plan shall be reviewed and approved by the City Community Development Department.*	City of Pittsburg Director of Public Works City Engineer City of Pittsburg Community Development Department	Prior to issuance of grading permits Prior to issuance of grading permits	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		X-3. The project applicant shall submit a final Stormwater Control Plan and Report compliant with the requirements set forth in the City's most current NPDES permit. The C.3 treatment facilities shall be adequately sized to treat the stormwater runoff from the associated drainage management areas. The grading and/or building plans shall include drawings and specifications necessary to implement all measures in the approved Stormwater Control Plan. Design features shall incorporate low impact development design standards as outlined in the most current edition of the Contra Costa Clean Water Program's C.3 Guidebook. All plans shall be reviewed and approved by the City's Community Development Department.	City of Pittsburg Community Development Department	Prior to issuance of grading permits	
Noise					
XIII(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?	*XIII-1. To the maximum extent practical, as determined by the City of Pittsburg Planning Division, the following measures shall be implemented during project construction:* • *All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition;* • *All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, State, or local agency shall comply with such regulations while in the course of project construction;* • *Electrically powered equipment shall be used instead of pneumatic or internal-*	City of Pittsburg Planning Division City of Pittsburg Community Development Department	Noted prior to approval of project grading plans, and implemented during project construction	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
		combustion-powered equipment, where feasible; • *Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors;* • *Project area and site access road speed limits shall be established and enforced during the construction period; and* • *Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.* *The above requirements shall be included via notation on project grading plans, subject to review and approval by the City of Pittsburg Community Development Department.*			
Tribal Cultural Resources					
XVIII(a), XVIII(b)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: 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	*XVIII-1. Implement Mitigation Measures V-1 and V-2.*	See Mitigation Measures V-1 and V-2	See Mitigation Measures V-1 and V-2	

MITIGATION MONITORING PROGRAM LMK Petro Convenience Store, Gas Station, and Car Wash Project					
Impact Number	**Impact**	**Mitigation Measure**	**Monitoring Agency**	**Implementation Schedule**	**Sign-off**
	5020.1(k); or 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.				

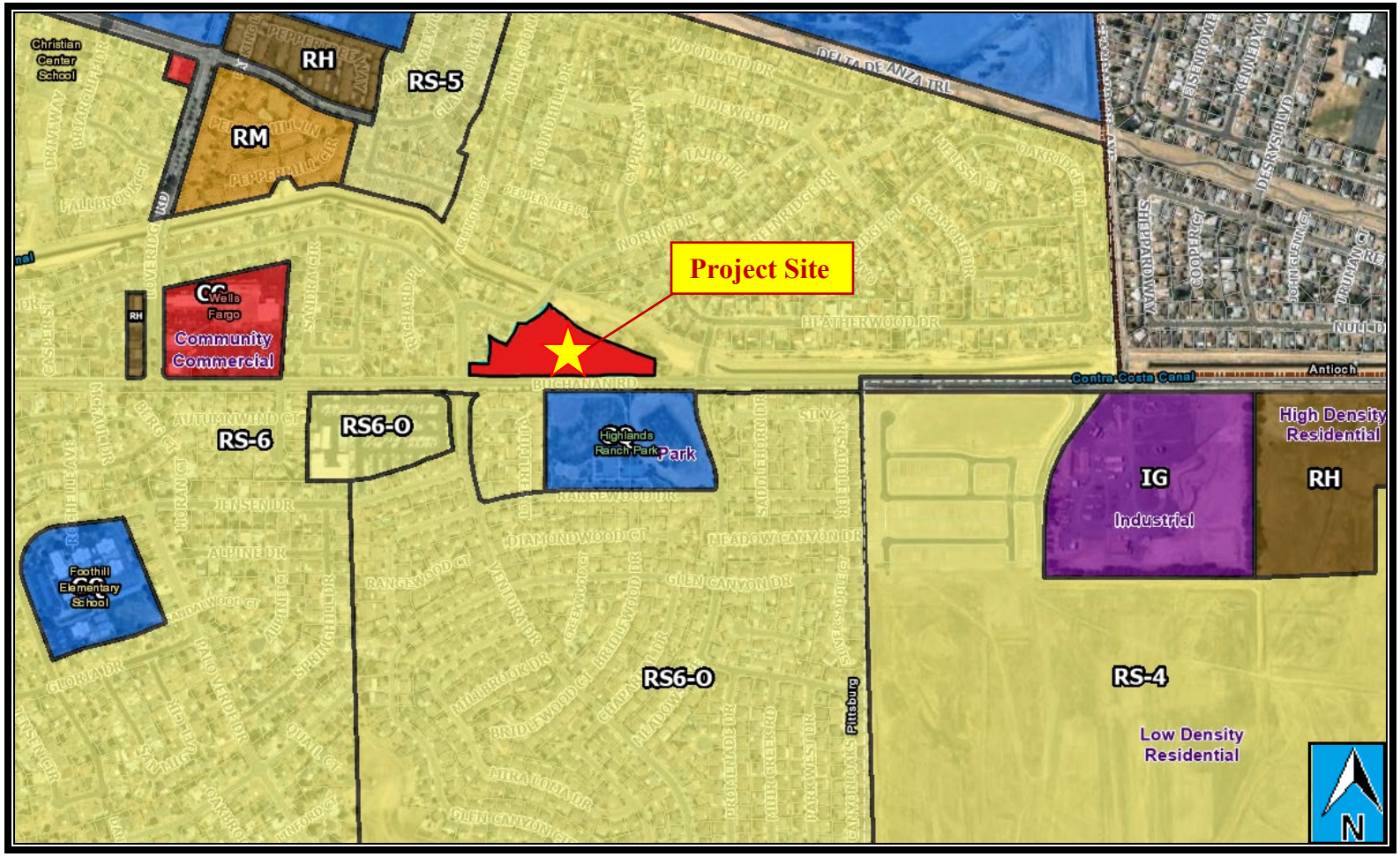
Fig. 1: Existing General Plan Designation



Community Commercial | Public/Institutional | Industrial

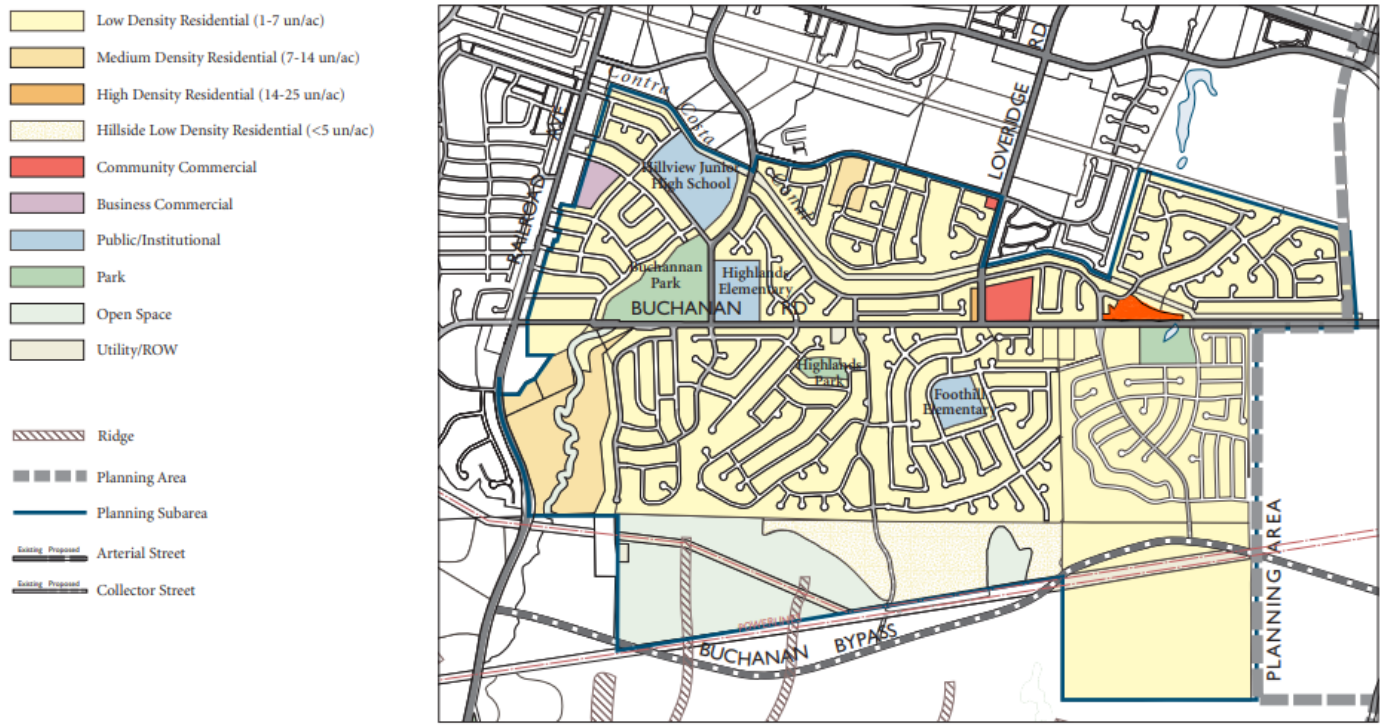
High Density Residential | Medium Density Residential | Low Density Residential

Fig. 2: Proposed General Plan Designation



Community Commercial
Public/Institutional
Industrial
High Density Residential
Medium Density Residential
Low Density Residential

Fig. 2.4g: Proposed General Plan Map Amendment



Source: Dyett & Bhatia

Figure 2-4g
Buchanan

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Amending the Zoning Map to Change Zoning Designations from RS-6 to CC and adopting specific land use and development regulations for the "LMK Petro Project"	)))))	ORDINANCE NO. 23-

The City Council of the City of Pittsburg DOES ORDAIN as follows:

WHEREAS, on September 15, 2016, Shashi Sharma, on behalf of LMK Petro, filed Planning Application No. 16-1189, requesting approval of: 1) General Plan Amendment (GP) to change the site's land use designation from Low Density Residential (LDR) to Community Commercial (CC); 2) Rezone from Residential Single-Family 6,000 Square Foot (sq. ft.) Minimum Lot Size (RS-6) to Community Commercial (CC); 3) Use Permit pursuant to CC zoning regulations to allow for the operation of a gas station with a convenience store with ABC license to sell beer and wine, and car wash, as accessory uses on the project site; and 4) Design Review for new construction. The project has undergone several reviews by staff and was also presented to the Planning Commission at a study session on August 8, 2017; and

WHEREAS, the proposed project is governed by the applicable goals and policies of the Pittsburg General Plan and the Pittsburg Municipal Code (PMC); and

WHEREAS, pursuant to PMC section 17.16.100, an applicant may request that two or more applications for separate discretionary approvals, including zoning amendments under Title 18 of this Code, requested, or required in conjunction with a project be consolidated; and

WHEREAS, the proposed project is subject to the California Environmental Quality Act (CEQA), and the State CEQA Guidelines. Pursuant to the provisions of the State CEQA Guidelines, an Initial Study was prepared for the project. Based on the analysis in the study, the City Planner determined that potentially significant effects of the project could be lessened through specified mitigations, and subsequently, a Mitigated Negative Declaration was prepared; and

WHEREAS, on October 24, 2022, a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was distributed to the public for a 30-day review, in accordance with CEQA Guidelines section 15105(b). Public distribution of the NOI consisted of delivery to the County Clerk's Office, posting on the City's website, and on November 10, 2022, direct mailing to all interested parties and owners/occupants of the properties directly contiguous with the project, in accordance with CEQA Guidelines section 15072; and

WHEREAS, on or prior to December 2, 2022, in accordance with Government Code section 65091 and Pittsburg Municipal Code (PMC) section 18.14.020, a "Notice of Public Hearing" for the December 13, 2022, public hearing on this item was posted at City Hall and at and near the project site; was delivered to the Pittsburg Library; was mailed via first class mail to the applicant and property owner, to owners of property located within 300 feet of the project site, and to local service agencies anticipated to provide services to the business; and was mailed via first class mail or email to individuals and organizations who had previously filed written request for such notice. A copy of the notice was also placed on the "Public Notices" page of the city website on December 2, 2022. The notice was also posted on www.nextdoor.com ("Nextdoor"); and

WHEREAS, on December 13, 2022, the Planning Commission considered the Initial Study prepared for the project and held a public hearing on Planning Application No. AP 16-1189 (GP, RZ, UP, DR), at which time oral and/or written testimony was considered; and

WHEREAS, On December 13, 2022, the Planning Commission voted 4-1-1 to adopt Resolution No. 10214 and not recommend to the City Council the adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as proposed, and approval of the LMK Petro Use Permit and Design Review applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with alcoholic beverage sales for "LMK Petro, AP-16-1189 (GP, RZ, UP, DR)."

WHEREAS, on December 22, 2022, Shashi Sharma, on behalf of LMK Petro, pursuant to PMC 18.18.969 filed an appeal of the Planning Commission's determination; and

WHEREAS, on or prior to September 22, 2023, in accordance with Government Code section 65091 and Pittsburg Municipal Code (PMC) section 18.14.020, a "Notice of Public Hearing" for the October 2, 2023, public hearing on this item was posted at City Hall and at and near the project site; was delivered to the Pittsburg Library; was mailed via first class mail to the applicant and property owner, to owners of property located within 300 feet of the project site, and to local service agencies anticipated to provide services to the business; and was mailed via first class mail or email to individuals and organizations who had previously filed written request for such notice. A copy of the notice was also placed on the "Public Notices" page of the city website on September 22, 2023. The notice was also posted on www.nextdoor.com ("Nextdoor"); and

WHEREAS, in accordance with PMC section 18.48.050, before adoption of an ordinance, the City Council shall make findings that the proposed regulation or map amendment is consistent with the policies of the General Plan and notice and hearing provisions of this title; and

WHEREAS, documents and other materials constituting the record of the proceedings upon which the City's decision and its findings are based, are located at the City of Pittsburg Planning Division; and

WHEREAS, on October 2, 2023, the City Council held a duly-noticed public hearing on the appeal by Shashi Sharma of the Planning Commission's Determination to Not Recommend for City Council Approval of the LMK Petro Project; AP-16-1189 (GP, RZ, UP, DR).

NOW, THEREFORE, the City Council finds and determines as follows:

Section 1. Findings

A. Based on the City Council Staff Report dated October 2, 2023, and entitled, "Public Hearing on Appeal of the Planning Commission's Decision to Not Recommend City Council Adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as Proposed, and Approval of the LMK Petro Use Permit and Design Review Applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with Alcoholic Beverage Sales for LMK Petro; Adoption of Three City Council Resolutions for: 1) Adoption of a Initial Study and Mitigated Negative Declaration prepared pursuant to the California Environmental Quality Act 2) Mitigation Monitoring and Reporting Program, and 3) General Plan Amendment; and Introduction and Waive First reading of One City Council Ordinance Amending the Zoning Map for the LMK Petro Project, AP-16-1189 (GP, RZ, UP, DR)", and based on all written and oral testimony presented at the meeting, the City Council finds that:

    1. The Mitigated Negative Declaration adopted for this project was prepared in compliance with Public Resources Code section 21000 et seq.

    2. A Mitigation and Monitoring Reporting Program was prepared in compliance with CEQA.

Zoning Map Amendment

    3. The requested zoning map amendment is consistent with the objectives, policies, general land uses, and programs specified in the General Plan, in that:

        a. It will facilitate development on an infill site, thereby helping the City maintain a compact urban form (Goal 2-G-1).

        b. It will incentivise the use of infill land and revitalize an underutilized site (Goal 2-G-6).

c. It will maintain views of the southern hills (2-P-70).

d. It will allow development in an area where public facilities and infrastructure are already available (Policy 3-P-1).

e. It meets Goals 2-G-1, 2-G-6, 3-G-4, 3-P-1, 4-P-3, and 12-G-1, as it is an infill development located on an underutilized site, on a site that is currently served by public facilities and infrastructure, that complies will all required development standards and expected to serve communities in the Buchanan Planning Subarea.

4. Attracting more businesses to further economic development in the City directly addresses a major community need.

5. The requested zoning map amendment will be in conformity with the public convenience, general welfare, and good zoning practice, in that it will facilitate improvement of an underutilized site and provide automobile servicing, cleaning and convenience sales and services to the surrounding community.

Section 2. Decision

Based on the findings and the authority set forth above, the City Council hereby:

1) Amends the Zoning Map, as referenced in Pittsburg Municipal Code, Title 18 (Zoning Ordinance) section 18.04.020, to change the zoning of the property for the LMK Petro Project from RS-6 to CC and adopting specific land use and development regulations, as substantially presented in “Exhibit D” of this ordinance.

Section 3. Severability

If any section, subdivision, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions.

Section 4. Publication

The ordinance shall be posted and published in accordance with the California Government Code.

The foregoing ordinance was introduced at a meeting of the City Council of the City of Pittsburg held on October 2, 2023, and was adopted and ordered published at a meeting of the City Council held on _____, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

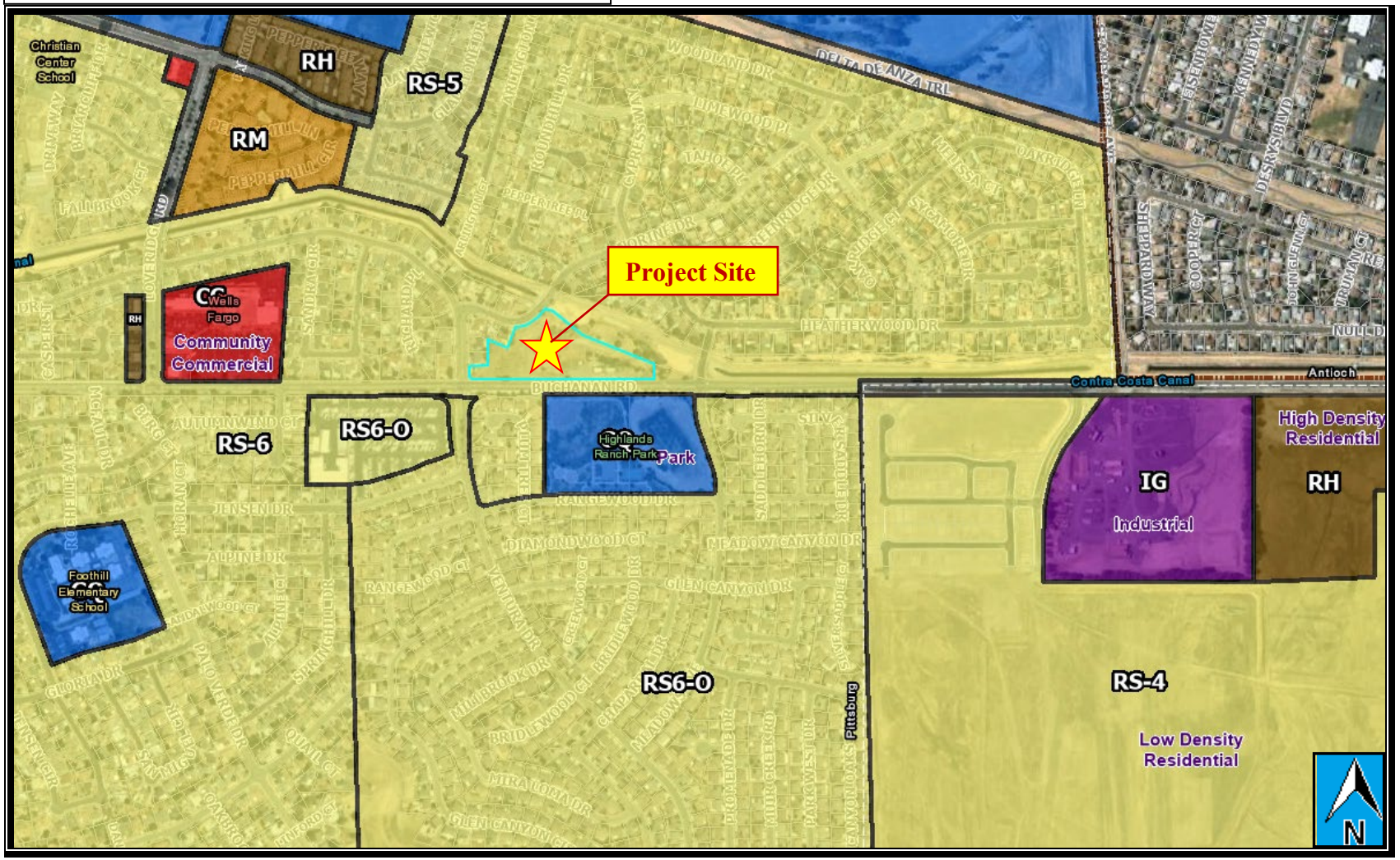
_____
Shanelle Scales-Preston, Mayor

ATTEST:

_____
Alice E. Evenson, City Clerk

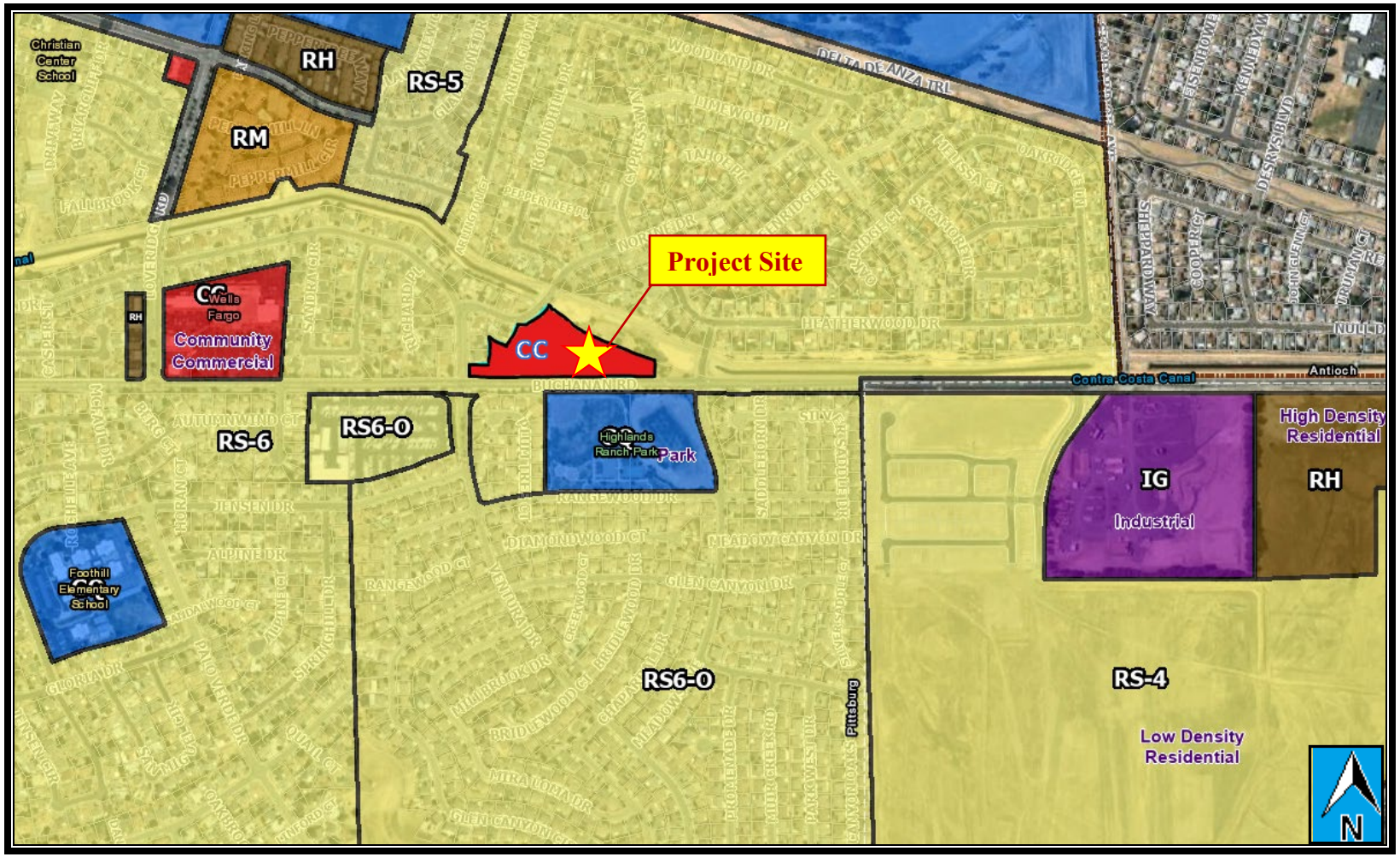
Exhibit D
Zoning Map Amendment
LMK Petro, AP-16-1189 (GP, RZ, UP, DR)

Fig. 1: Existing Zoning Districts



Community Commercial
Government & Quasi Public
General Industrial
High Density Residential
Medium Density Residential
Low Density Residential

Fig. 2: Proposed Zoning Change



CC - Community Commercial
GQ – Government & Quasi Public
IG - General Industrial
RH- High Density Residential
RM - Medium Density Residential
RS - Low Density Residential

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ABBREVIATIONS:

A.B.	ANCHOR BOLT	HDR.	HEADER
ADJ.	ADJUSTABLE	HT.	HEIGHT
ABV.	ABOVE	HORIZ.	HORIZONTAL
A.C.I.	AMERICAN CONCRETE INSTITUTE	HSB	HIGH STRENGTH BOLT
A.I.S.C.	AMERICAN INSTITUTE OF STEEL CONSTRUCTION	H.S.	HIGH SIDE
		IN.	INCH
		I.D.	INSIDE DIAMETER
		INT.	INTERIOR
A.S.T.M	AMERICAN SOCIETY FOR TESTING & MATERIALS	JST.	JOIST
		K OR KIPS	1000 lbs.
		LAM.	LAMINATED
A.P.A.	AMERICAN PLYWOOD ASSOCIATION	LB OR LBS	POUNDS
		L.S.	LOW SIDE
ARCH.	ARCHITECT(URAL)	LT. WT.	LIGHT WEIGHT
AWS	AMERICAN WELDING SOCIETY	LLV	LONG LEG VERTICAL
		M.B	MACHINE BOLT
BD.	BOARD	MAS.	MASONRY
BF.	BRACED FRAME	MAX.	MAXIMUM
BLK.	BLOCK	MF.	MOMENT FRAME
BLKG.	BLOCKING	MTL.	METAL
BOT.	BOTTOM	MIN.	MINIMUM
BLDG.	BUILDING	N.T.S.	NOT TO SCALE
BM.	BEAM	NO OR #	NUMBER
B.N	BOUNDARY NAILING	O.C.	ON CENTER
C	CHANNEL	OPNG.	OPENING
CLG.	CEILING	OPP.	OPPOSITE
CLR.	CLEAR	O.A.	OUTSIDE DIA.
COL.	COLUMN	PL	PLATE
C.M.U.	CONCRETE MASONRY UNIT	PENNY (d)	NAILS
		PLYWD.	PLYWOOD
C.J.	CONSTRUCTION JOINT	P.S.F.	POUNDS PER SQUARE FOOT
CONC.	CONCRETE		
CONN.	CONNECTION	P.S.I.	POUNDS PER SQUARE INCH
CONST.	CONSTRUCTION		
CONT.	CONTINUOUS	PRESS.	PRESSURE
DA	DOUBLE ANGLE	R.	RADIUS
DEMO.	DEMOLISH	REINF.	REINFORCING
DET.	DETAIL	REQD.	REQUIRED
DIAG.	DIAGONAL	RM.	ROOM
DIA.(ø)	DIAMETER	SCHED.	SCHEDULE
DIM.	DIMENSION	SHTG.	SHEATHING
DBL.	DOUBLE	SHT.	SHEET
DWG.	DRAWING	SIM.	SIMILAR
EA.	EACH	SLV	SHORT LEG VERTICAL
E.N.	EDGE NAILING	SPEC.	SPECIFICATION
ELEV.	ELEVATION	STGR.	STAGGER
EOR	ENGINEER OF RECORD	STD.	STANDARD
ENG.	ENGINEER	STL.	STEEL
EQ.	EQUAL	STIFF.	STIFFENER
EQUIP.	EQUIPMENT	STRUCT.	STRUCTURAL
ES	EDGE SCREW OR EACH SIDE	SQ.	SQUARE
		SYM.	SYMMETRICAL
EXIST (E)	EXISTING	TF	TOP FLANGE
EXP.	EXPANSION	THK.	THICK
FIN.	FINISH	TS	TUBE STEEL
F.N.	FIELD NAILING	U.B.C.	UNIFORM BUILDING CODE
FM	FACE MOUNT		
FLR.	FLOOR	U.N.O.	UNLESS NOTED OTHERWISE
FTF	FLOOR TO FLOOR		
FTG.	FOOTING	VERT.	VERTICAL
FDN.	FOUNDATION	W.	WIDTH
FRMG.	FRAMING	WT.	WEIGHT
GA.	GAUGE	W.W.F.	WELDED WIRE FABRIC
GALV.	GALVANIZED	W.W.M.	WELDED WIRE MESH
GF	GOOD FOR	W.F.	WIDE FLANGE
G.L.B.	GLUE LAM BEAM	W/	WITH
GRD	GRADE	WS	WOOD SCREW
H.D	HOLDOWN		
HGR.	HANGER		

SITE COORDINATES:

LATITUDE	38.96186
LONGITUDE	-120.0566

SEISMIC ITEAM	VALUE	2016 CBC REFERENCE
SITE CLASS	D	
SOILS BEARING CAPACITY	1500 PSF	APPENDIX 106.1 & TABLE 1804.2
SEISMIC IMPORTANCE FACTOR	1.0	CBC 1603.1.5.1
SITE COEFFICENT, Fa	-	TABLE 1613.3.3 (1)
Ss	0.659	FIGURE 1613.3 (1)
Sms	0.839	SECTION 1613.3.3 EQN. 16-37
Sds	0.559	TABLE 1613.3.5 (1)
SITE COEFFICENT, Fv	-	TABLE 1613.3.3 (2)
S1	0.266	TABLE 1613.3.1 (2)
Sm1	0.496	SECTION 1613.3 EQN. 16-38
Sd1	0.331	TABLE 1613.3.5 (2)

DESIGN SPECIFICATIONS:

OCCUPANCY TYPE:	M, U
CONSTRUCTION TYPE:	VB NON-SPRINKLERED
GOVERNING CODE:	2016 CBC
SEISMIC DESIGN CATEGORY	D
DESIGN WIND LOAD:	EXPOSURE "C" 110 MPH
ALLOWABLE SOIL BEARING PRESSURE:	1500 CBC MIN
COMPRESSIVE STRENGTH OF CONC. @ 28 DAYS	2500 PSI
LIVE LOADS:	
ROOF:	20.0 PSF
FLOOR:	NA
DEAD LOADS:	
ROOF: (T-BAR CEILING)	N/A
ROOF: (STUCCO CEILING)	10.0 PSF
WALL:	15.0 PSF

C-STORE,GAS STATION
CAR WASH

1625 S. BUCHANAN ROAD
PITTSBURG, CA 94565
APN 007-162-020

RECEIVED
DEC 18 2019
PLANNING DIVISION



GENERAL NOTES:

1. CHEMICAL TOILET IS REQUIRED ON-SITE DURING CONSTRUCTION.
2. PROVIDE 2% SLOPE AWAY FROM BUILDING FOR A MINIMUM OF TEN FEET.
3. PROVIDE A 12" HIGH ADDRESS POSTING (6" IF WITHIN 50 FEET OF THE STREET) WITH SUITE NUMBER 4" HIGH.
4. IF THE PLANS DO NOT ACCURATELY REFLECT THE JOB CONDITIONS OR THE CONSTRUCTION IS NOT PER PLANS, NO INSPECTIONS WILL OCCUR UNTIL AN ADDENDUM IS APPROVED BY THE CITY/COUNTY IS OBTAINED.
5. ANY CHANGES FROM THE APPROVED PLANS DURING THE COURSE OF CONSTRUCTION SHALL CAUSE CONSTRUCTION TO BE SUSPENDED UNTIL SUCH TIME AS THE PLANS CAN BE AMENDED BY THE DESIGNER AND SUBMITTED TO THE CITY/COUNTY FOR REVIEW AND APPROVAL.
6. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION OF ALL DIMENSIONS, GRADES, AND ALL OTHER CONDITIONS AND CORRELATE AT THE JOBSITE AND REPORT ANY DISCREPANCIES TO THE DESIGNER FOR CLARIFICATION PRIOR TO COMMENCING ANY WORK.
7. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORK AND THE COORDINATION OF ALL TRADES AND GOVERNING AGENCIES.
8. THE DESIGNER ASSUMES NO RESPONSIBILITY FOR THE SUPERVISION OF THE WORK AND/OR POSSIBLE ERRORS OR OMISSIONS SHOWN OR INFERRED ON THE DRAWINGS OR THE PROPER EXECUTION OF THE SAME.
9. COMPLIES WITH 2016 CBC, CMC, CPC, CEC, CFC, CA ENERGY, AND CALGREEN BUILDING STANDARD CODES.
10. JOB CARD REQUIRED TO BE AVAILABLE FOR SIGNATURE AT JOBSITE.
11. THESE PLANS AND RELATED DOCUMENTS MUST BE AVAILABLE AT THE JOBSITE DURING ANY INSPECTION ACTIVITY.
12. DEFERRED SEPARATE SUBMITTAL PERMIT, REVIEW, AND APPROVAL FOR THE FOLLOWING ITEMS:
    12.1. EXTERIOR BUILDING SIGNAGE
    12.2. SITE SIGNAGE
13. NO DRAINAGE TO BE TAKEN TO ADJACENT PROPERTY.
14. ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.
15. TWO WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY AND/OR UTILITY EASEMENTS. ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA). CALL 1-800-642-2444.
16. CONTACT PUBLIC WORKS DEPARTMENT, TRAFFIC ENGINEERING 10 WORKING DAYS PRIOR TO ANY OFF-SITE CONCRETE CONSTRUCTION.
17. NO USES OF LAND, BUILDING, OR STRUCTURES OTHER THAN THOSE SPECIFICALLY APPROVED PURSUANT TO THIS SITE PLAN SHALL BE PERMITTED.
18. ALL ACCESSIBLE PARKING STALL(S) SHALL BE PLACED ADJACENT TO FACILITY ACCESS RAMPS OR IN STRATEGIC AREAS WHERE THE HANDICAPPED SHALL NOT HAVE TO WHEEL OR WALK BEHIND PARKED VEHICLES WHILE TRAVELING TO OR FROM ACCESSIBLE PARKING STALLS AND RAMPS.
19. LIGHTING WHERE PROVIDED TO ILLUMINATED PARKING, SALES OR DISPLAY AREAS SHALL BE HOODED AND SO ARRANGED AND CONTROLLED SO AS NOT TO CAUSE A NUISANCE EITHER TO HIGHWAY TRAFFIC OR TO THE LIVING ENVIRONMENT THE AMOUNT OF LIGHT SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE DEPARTMENT OF PUBLIC WORKS.
20. ALL ACCESSIBLE STALLS SHALL BE MARKED WITH THE INTERNATIONAL SYMBOL OF SPACES AND A WARNING THAT VEHICLES IN VIOLATION OF SECTION 10-1017 OF THE MUNICIPAL CODE SHALL BE TOWED AWAY. THE INTERNATIONAL SYMBOL AND TO-AWAY WARNING SHALL BE POSTED CONSPICUOUSLY ON SEVEN-FOOT POLE(S).
21. SIGN(S), OTHER THAN DIRECTIONAL SIGN(S), IF APPLICABLE, ARE NOT APPROVED FOR INSTALLATION AS PART OF THIS SPECIAL PERMIT.
22. OUTDOOR STORAGE OF MATERIAL(S), INCLUDING ISO CONTAINERS, IS PROHIBITED. ALL MATERIAL(S) SHALL BE STORED WITHIN A COMPLETELY ENCLOSED BUILDING, UNLESS APPROVED BY THE DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT.
23. ANY CONSTRUCTION ON STATE HIGHWAYS MUST CONFORM TO BOTH CITY AND STATE DIVISION OF HIGHWAY SPECIFICATIONS.
24. SUBMIT PLANS TO AND OBTAIN PERMIT FROM THE FIRE PREVENTION DIVISION FOR THE INSTALLATION OR MODIFICATION OF FIRE SPRINKLER SYSTEM. INSTALLATIONS MUST ALSO COMPLY WITH FFD POLICY SECTION 405.
25. THE GENERAL CONTRACTOR SHALL COORDINATE THE FIRE ALARM SYSTEM INTERFACES BETWEEN THE FIRE ALARM CONTRACTOR, SPRINKLER CONTRACTOR, MECHANICAL CONTRACTOR AND ANY OTHER PERTINENT TRADES (FIRE ALARM, SPRINKLER SYSTEM, HOOD AND VENT EXTINGUISHING SYSTEM, HVAC, FIRE SMOKE DAMPERS, ETC.). ALL WORK MUST REMAIN VISIBLE AND MUST NOT BE COVERED UNTIL THE REQUIRED FIRE INSPECTIONS HAVE BEEN COMPLETED BY THE FIRE DEPARTMENT.
26. SUBMIT PLANS TO AND OBTAIN PERMIT FROM THE FIRE PREVENTION DIVISION FOR THE INSTALLATION OR MODIFICATION OF FIRE ALARM SYSTEM.
27. ALL EXISTING BUILDINGS SHALL COMPLY WITH EMERGENCY RESPONDER RADIO COVERAGE PER 2016 CFC SECTION 1103.

LEGEND:

- STEEL	- NATIVE SOIL
- MASONRY	- ENGINEERED FILL
- AGGREGATE	- A.C. PAVING
- DEDICATION	- CONCRETE
- TRUNCATED DOMES	- LANDSCAPE

SHEET INDEX:

	ARCHITECTURAL
A0.0	COVER SHEET
A1.0	DEMO SITE PLAN
A1.1	OVERALL SITE PLAN
A1.1A	ENLARGE SITE PLAN - PART A
A1.1B	ENLARGE SITE PLAN - PART B
A1.1C	ENLARGE SITE PLAN - PART C
A1.2	SITE DETAILS
A1.3	FENCE ELEVATIONS
A2.0	FLOOR PLAN - STORE
A2.1	FLOOR PLAN - CARWASH
A2.2	FLOOR PLAN - CANOPY
A3.0	ELEVATIONS - STORE
A3.1	ELEVATIONS - STORE
A3.2	ELEVATIONS - CARWASH
A3.3	ELEVATIONS - CARWASH
A3.4	ELEVATIONS - CANOPY
	CIVIL - GRADING PLAN
C1	GRADING PLAN
C2	GRADING PLAN
C3	GRADING PLAN
D1	DRAINAGE PLAN
	LANDSCAPE PLAN
L1.1	LANDSCAPE PLAN - PART A
L1.2	LANDSCAPE PLAN - PART B
L1.3	LANDSCAPE PLAN - PART C
L2.1	IRRIGATION PLAN - PART A
L2.2	IRRIGATION PLAN - PART B
L2.3	IRRIGATION PLAN - PART C
L3.0	LANDSCAPE SPECIFICATIONS
L3.1	LANDSCAPE SPECIFICATIONS
L3.2	LANDSCAPE SPECIFICATIONS
L4	LANDSCAPE DETAILS
L5	LANDSCAPE DETAILS

OWNER DATA:

LMK PETRO INC.
82 N. MAIN ST.
MILPITAS, CA. 95035
PHONE: (408) 564-3396
CONTACT: SHASHI SHARMA

BUILDING DEPARTMENT:

CITY OF PITTSBURG
65 CIVIC AVENUE
PITTSBURG, CA 94565
CONTACT: PLANNING DEPARTMENT
PHONE: 925-252-4814

ENGINEER OF RECORD:

RICARDO LEAL, P.E.
CENTRAL VALLEY ENGINEERING AND SURVEYING, INC.
2132 HIGH STREET
SELMA, CA 93662
PHONE: 559-891-8811
EMAIL: rleal@cveas.com

PROJECT DATA:

PROPOSED USE:	CONVENIENCE STORE GAS STATION AND CAR WASH
APN.	088-080-021
SITE ADDRESS:	1625 SOUTH BUCHANAN RD PITTSBURG, CA 94565
<E> ZONING:	RS-6
PROPOSED RE-ZONING:	CN COMMUNITY COMERCIAL
OCCUPANCY:	
CONVENENT STORE:	B,M
FUEL PUMP CANOPY:	U
CONSTRUCTION TYPE:	V-B
MAIN BUILDING:	NON-SPRINKLERED
FIRE SPRINKLER SYSTEM:	N/A
FIRE ALARM SYSTEM:	N/A

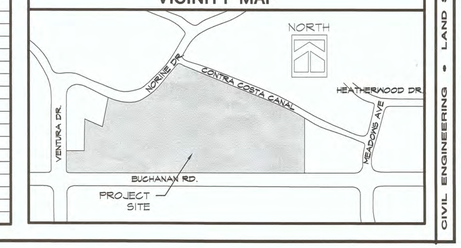
SITE STATISTICS:

SITE AREA:	217,800 SQ. F.T.	5.0 ACRES±
CONVENIENCE STORE:	3,850 S.F.	
CAR WASH:	2,800 S.F.	
FUEL CANOPY	4,230 S.F.	
TOTAL BUILDING AREA:	10,880 S.F.	
ACTUAL LOT COVERAGE	4.9 %	

PARKING ANALYSIS:

STANDARD PARKING STALLS REQUIRED PER CITY OF PITTSBURG, CA.:		4 + 1 / 500 S.F.
CONVENIENCE STORE:	4 + 3850 / 500:	12 <12 PROVIDED>
CAR WASH:	4 + 2800 / 500:	10 <10 PROVIDED>
STANDARD PARKING STALLS PROVIDED:		22
ADA PARKING STALLS REQUIRED:	FOR 26 TO 50 STD. PROVIDED:	2 <1 VAN ACCESSIBLE>
ADA PARKING STALLS PROVIDED::		2 <1 VAN ACCESSIBLE>
PARKING UNDER CANOPY:	8	
LOADING / UNLOADING ZONES:	1	
TOTAL PARKING SPACES PROVIDED:	33	
PAVING		
AREA OF PAVING	31,798 S.F./ 217,800 S.F = 14.5%	0.729 ACRES
AREA OF LANDSCAPING	19,775 S.F.	

VICINITY MAP



CIVIL ENGINEERING • LAND SURVEYING • CONSULTING • STRUCTURAL DESIGN • ARCHITECTURAL DRAFTING • COMMERCIAL & RESIDENTIAL BUILDING DESIGN • PLANNING & PROJECT MANAGEMENT

CVEAS
CENTRAL VALLEY
ENGINEERING & SURVEYING, INC.
2511 LOGAN STREET Tel. (559) 891-8811
SELMA, CA 93662 Fax (559) 891-8815
WWW.CVEAS.COM Email: info@cveas.com

PROJECT
C-STORE GAS STATION AND CAR WASH
1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77824
RE: 06-30-21
CIVIL
STATE OF CALIFORNIA

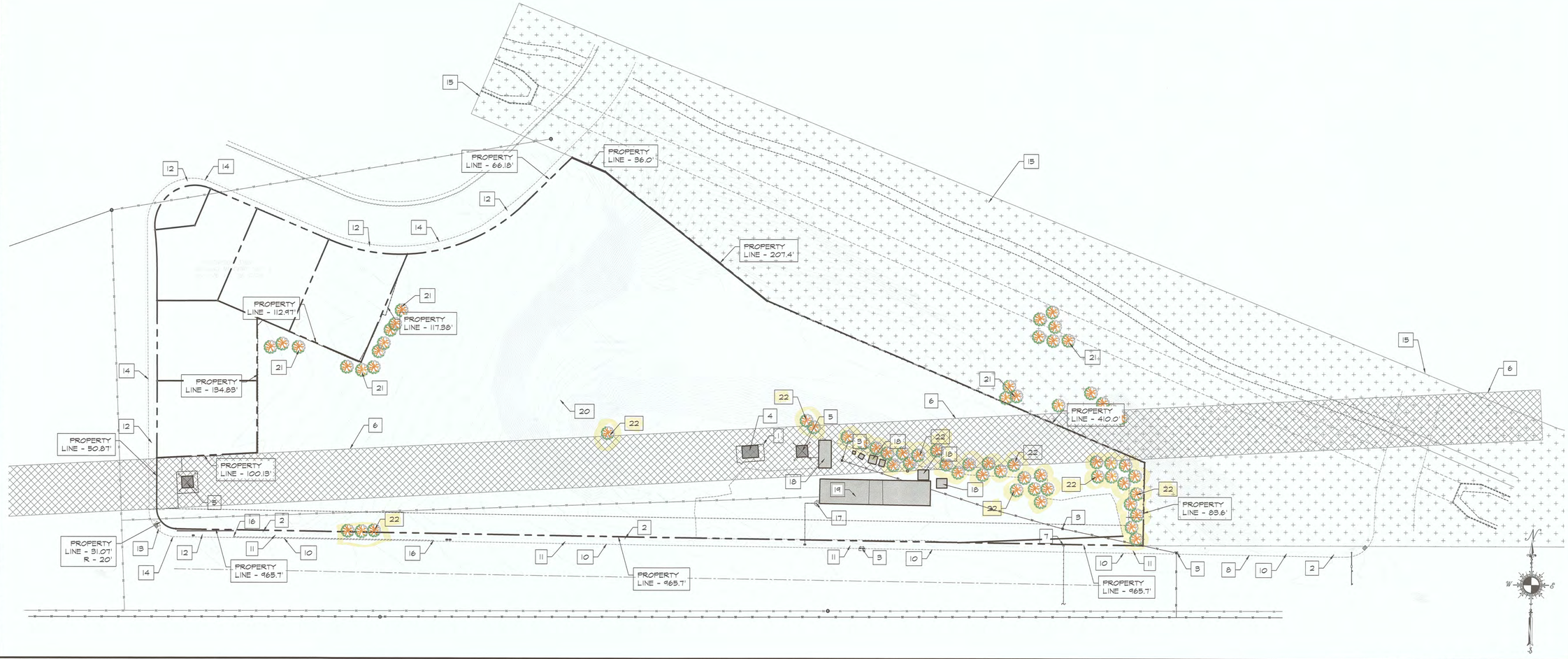
Revisions:	Date:
1 --	--
2 --	--
3 --	--
△	
△	

PROJECT AND OWNER DATA, VICINITY MAP, AND SHEET INDEX

CVEAS JOB # :	16081
DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

A0.0

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DEMO SITE PLAN

SCALE: 1:50

811

CALL UNDER□ROUND
SERVICE ALERT□U.S.A.□
TOLL FREE□800□227-2600
48 □OURS
BEFORE EXCAVATIN□

X	SITE PLAN KEY NOTES
1	EX. 6' HIGH WOODEN FENCE TO REMAIN.
2	EX. SIGN(S) TO REMAIN.
3	EX. DRAIN INLET TO REMAIN.
4	EX. TOWER CONTROL BLDG. AREA 193.3 SF.
5	EX. ELECTRICAL TOWER TO REMAIN.
6	EX. 50' WIDE UTILITY EASEMENT
7	EX. FIRE HYDRANT TO REMAIN.
8	EX. AC. DIKE TO REMAIN.
9	EX. AC SIDEWALK TO REMAIN.
10	EX. AC. DIKE TO BE REMOVED.
11	EX. AC SIDEWALK TO BE REMOVED.
12	EX. CONC. SIDEWALK TO REMAIN.
13	EX. CURB RAMP TO REMAIN.
14	EX. CURB AND GUTTER TO REMAIN.
15	EX. CONTRA COSTA CANAL EASEMENT. BOOK 119 PAGE 98.
16	EX. GUARD RAIL TO BE REMOVED.
17	EX. ELECTRICAL METER TO BE REMOVED.
18	EX. BLDG(S) TO BE DEMO.
19	EX. MAIN BUILDING TO BE DEMO.
20	EX. ROAD TO LOWER PORTION OF PROPERTY.
21	EX. TREE(S) TO REMAIN.
22	ALL EX. TREE(S) WITHIN IMPROVEMENT AREAS ARE TO BE REMOVED COMPLETELY
23	
24	
25	

ok

CIVIL ENGINEERING • LAND SURVEYING • CONSULTING • STRUCTURAL DESIGN • ARCHITECTURAL DRAFTING • COMMERCIAL & RESIDENTIAL BUILDING DESIGN • PLANNING & PROJECT MANAGEMENT

CVEAS
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WWW.CVEAS.COM Email: info@cveas.com

PROJECT
C-STORE GAS STATION AND CAR WASH
1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77026
RE: 06-30-21
CIVIL
STATE OF CALIFORNIA

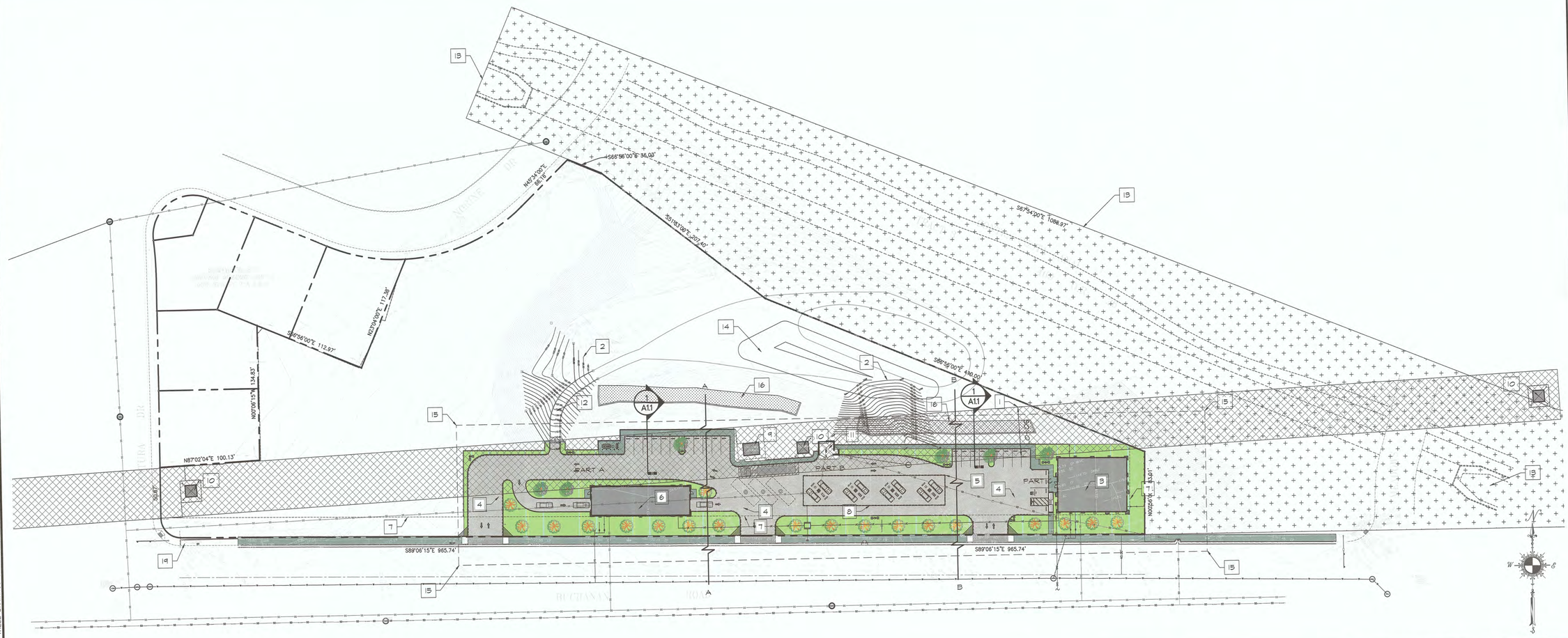
Revisions:	Date:
1 --	--
2 --	--
3 --	--

DEMO
SITE PLAN

CVEAS JOB #:	16081
DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

A1.0

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NEW OVERALL SITE PLAN

SCALE: 1:50

CONTRA COSTA WATER DISTRICT NOTES:

1. SITE IMPROVEMENT MUST ADDRESS ANY LOOSE MATERIAL OR FILL LOCATED ON THE PROJECT PROPERTY TO PREVENT FURTHER ENCROACHMENT ONTO THE USBR ROW OR RISK OF SETTLEMENT, SLIDES OR OTHER IMPACTS TO USBR ROW.
2. IF CONSTRUCTION ACTIVITIES REQUIRE ENCROACHMENT UPON THE USBR ROW, THE PROPERTY OWNER MUST APPLY FOR AND OBTAIN AN ENCROACHMENT PERMIT IN ADVANCE. DISTRICT AND USBR APPROVAL AND CLEARANCES WOULD BE REQUIRED.
3. THE APPLICANT WILL BE REQUIRED TO OBTAIN AN INSTALLATION PERMIT FOR THE UNDERGROUND STORAGE TANK PRIOR TO START OF INSTALLATION. ALSO, WITHIN 30 DAYS OF START OF OPERATION, THE APPLICANT MUST SUBMIT HAZARDOUS MATERIALS BUSINESS PLAN (TO INCLUDE THE CHEMICAL INVENTORY FOR FUEL, CAR WASHING LIQUIDS, AND COMPRESSED/LIQUIFIED GASES OVER REPORTING THRESHOLD) AND UNDERGROUND STORAGE TANK INFORMATION ON THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEMS (CERS) TO OBTAIN AN OPERATIONS PERMIT FROM CONTRA COSTA HAZARDOUS MATERIALS PROGRAMS. ALSO, IF HAZARDOUS WASTE IS ANTICIPATED, THE SITE MUST ALSO OBTAIN AN EPA ID# FROM THE DEPARTMENT OF TOXIC SUBSTANCES CONTROL AND INCLUDED THESE CONTAINERS ON THE CHEMICAL INVENTORY IF OVER REPORTING THRESHOLD QUANTITIES.
4. THE PROPERTY OWNER MUST DIRECT ALL RUNOFF FROM THE PROPERTY AWAY FROM THE USBR ROW. SITE GRADING MUST BE ADJUSTED AS NEEDED TO PREVENT RUNOFF ONTO USBR ROW.
5. NO ADDITIONAL DRAINAGE SHOULD BE ALLOWED TO ENTER STORM WATER PIPELINES OWNED BY THE CITY OR OTHERS THAT DIRECT FLOWS TO THE USBR ROW THROUGH EXISTING STORM DRAIN. IF ADDITIONAL STORM WATER CONVEYANCE RESULTS FROM PROPERTY, STORM WATER CONVEYANCE IMPROVEMENTS WITHIN THE USBR ROW MUST BE MADE TO PREVENT FURTHER OVERLAND STORM FLOWS WITHIN THE USBR ROW. DISTRICT AND USBR APPROVAL AND CLEARANCES WOULD BE REQUIRED.
6. OWNER TO PROVIDE A PROPERTY LINE FENCE (6 FOOT CHAIN-LINK WITH 3 STRAND BARBED WIRE) MUST BE INSTALLED ALONG THE USBR ROW.

CONTRA COSTA COUNTY FPD NOTES

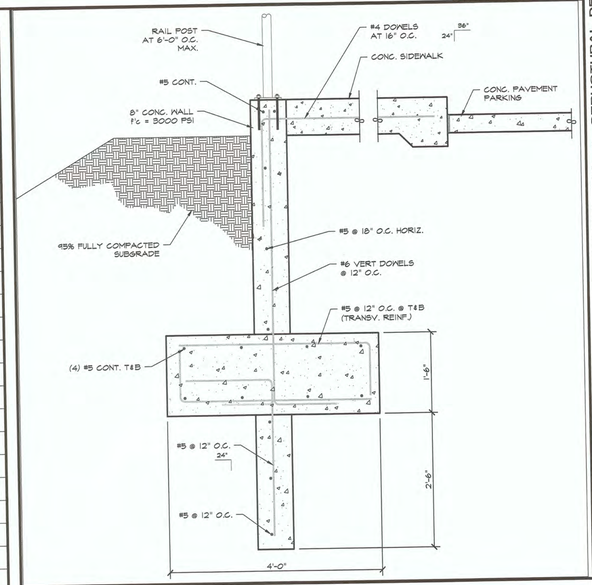
1. PROVIDE EMERGENCY APPARATUS ACCESS ROADWAYS WITH ALL-WEATHER (PAVED) DRIVING SURFACES OF NOT LESS THAN 20-FEET UNOBSTRUCTED WIDTH, AND NOT LESS THAN 13 FEET AND 6 INCHES OF VERTICAL CLEARANCE, TO WITHIN 150' OF TRAVEL DISTANCE TO ALL PORTIONS OF THE EXTERIOR WALLS OF EVERY BUILDING. ACCESS SHALL HAVE A MINIMUM OUTSIDE TURNING RADIUS OF 45 FEET, AND MUST BE CAPABLE OF SUPPORTING THE IMPOSED FIRE APPARATUS LOADING OF 37 TONS.
2. THE DEVELOPER SHALL PROVIDE AN ADEQUATE AND RELIABLE WATER SUPPLY FOR FIRE PROTECTION WITH A MINIMUM FIRE FLOW OF 1500 GPM. REQUIRED FLOW MUST BE DELIVERED FROM NOT MORE THAN 1 HYDRANT FLOWING FOR A DURATION OF 120 MINUTES WHILE MAINTAINING 20-POUNDS RESIDUAL PRESSURE IN THE MAIN.
3. EMERGENCY APPARATUS ACCESS ROADWAYS AND HYDRANT SHALL BE INSTALLED, IN SERVICE AND INSPECTED BY THE FIRE DISTRICT PRIOR TO CONSTRUCTION OR COMBUSTIBLE STORAGE ON SITE.
4. FLAMMABLE OR COMBUSTIBLE LIQUID STORAGE TANKS SHALL NOT BE LOCATED ON THE SITE WITHOUT OBTAINING APPROVAL AND NECESSARY PERMITS FROM THE FIRE DISTRICT.
5. PROVIDE SAFETY DURING CONSTRUCTION.

NOTE:
STORM WATER PROTECTION MEASURES SHALL BE IMPLEMENTED AT THE INITIAL PHASE OF CONSTRUCTION ACTIVITY. PROJECTS SHALL PREVENT EROSION AND RETAIN SOIL RUNOFF ON THE SITE THROUGH THE USE OF A BARRIER SYSTEM, MATTLE OR OTHER APPROVED METHOD.

PAVING NOTE:
ALL EXISTING AC PAVING IS TO BE REMOVED AND REPLACED.
THE EXISTING PAVING AREA -
THE PROPOSING PAVING AREA - 32,081.2 SF

SITE PLAN KEY NOTES

X	
1	EX. 50' WIDE UTILITY EASEMENT.
2	INDICATES NEW INFILL CONTOURS.
3	NEW 3427 SF STORE BUILDING.
4	NEW AC. PARKING LOT.
5	NEW 142' x 30' FUEL PUMP CANOPY (4260 SF).
6	NEW 3010 SF CARWASH BUILDING.
7	INDICATES SETBACK LINES.
8	INDICATES EDGE OF CANOPY COVER.
9	EX. TOWER CONTROL BLDG. AREA 193.3 SF.
10	EX. ELECTRICAL TOWER TO REMAIN.
11	NEW TRASH ENCLOSURE PER CITY STANDARD.
12	EX. ROAD DOWN TO LOWER PORTION OF PROPERTY.
13	EX. CONTRA COSTA CANAL EASEMENT (USBR ROW). BOOK 119 PAGE 38
14	NEW PONDING BASIN.
15	AREA OF MAJOR IMPROVEMENTS.
16	AREA OF BIO-RETENTION FACILITY PER GB REPORT.



1 RETAINING WALL DETAIL

SCALE: N.T.S.

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PROJECT
C-STORE GAS STATION AND CAR WASH
1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77826
Exp. 06-30-21
CIVIL
STATE OF CALIFORNIA

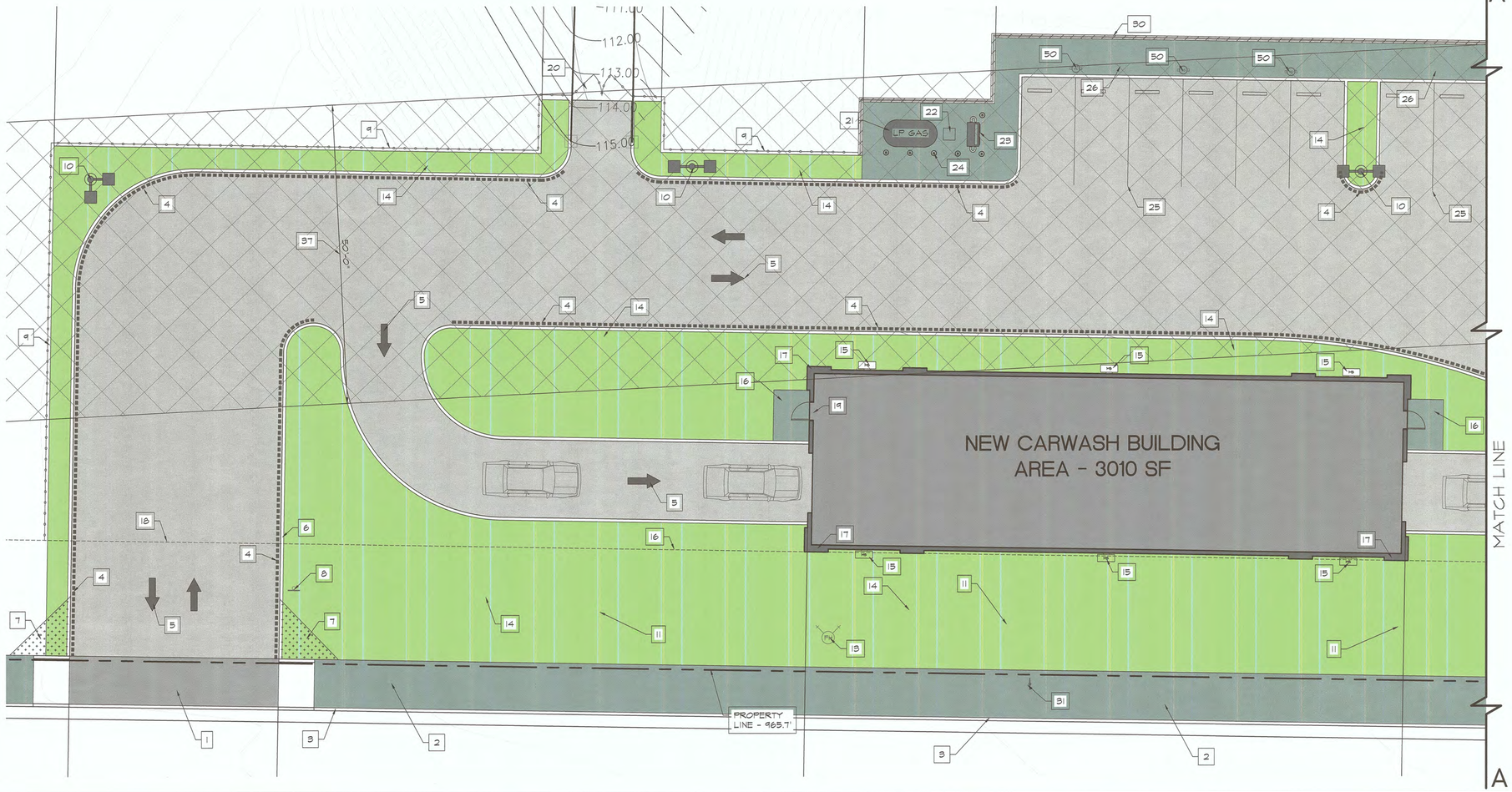
Revisions:	Date:
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OVERALL SITE PLAN

CVEAS JOB # :	16081
DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

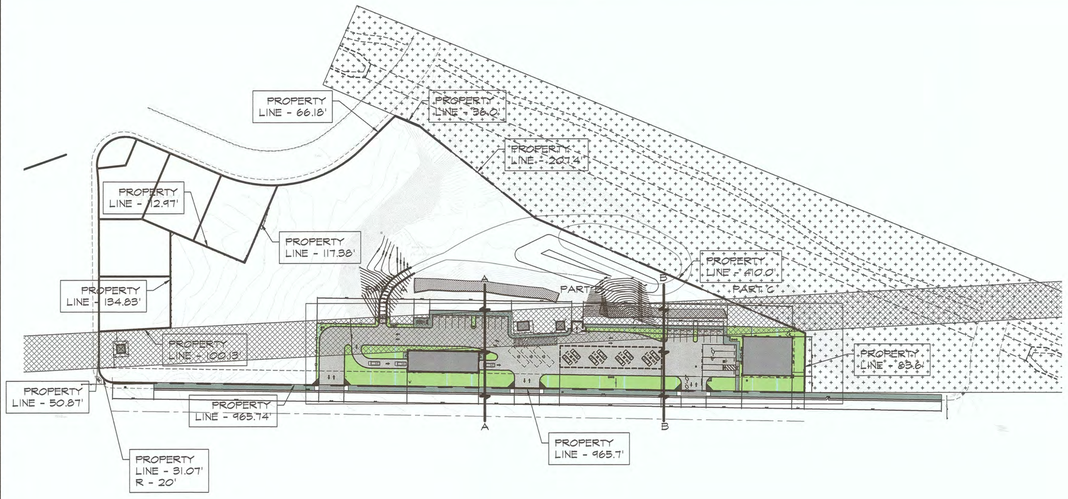
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NEW SITE PLAN - PART A

SCALE: 1:10



NEW OVERALL SITE PLAN

SCALE: 1:100

X	SITE PLAN KEY NOTES
1	NEW 35' WIDE DRIVEWAY APPROACH PER CITY STD R-4.
2	NEW 10' WIDE COMMERCIAL SIDEWALK PER COUNTY STANDARD CA-70
3	NEW 6" HIGH CONCRETE CURB AND GUTTER PER COUNTY STANDARD CA-70.
4	NEW FIRE LANE STRIPPING. REFER TO FIRE LANE NOTE.
5	NEW DIRECTIONAL ARROW(S). REFER TO DETAIL 11/A1.2.
6	NEW 6" HIGH CONCRETE CURB.
7	INDICATES 10' VISIBILITY TRIANGLE AT ALL DRIVEWAY(S).
8	NEW TOW-AWAY SIGN. REFER TO DETAIL 8/A1.2.
9	NEW 6' HIGH WROUGHT IRON FENCE. REFER SHEET A1.3.
10	NEW HOODED LIGHT POLE. REFER TO DETAIL 16/A1.2.
11	NEW TREE(S) ARE SHOWN ON LANDSCAPING PLANS.
12	NOT USED.
13	NEW FIRE HYDRANT AND FDC CONNECTION. REFER TO FDC NOTE.
14	NEW LANDSCAPING AREA. REFER TO LANDSCAPE PLANS FOR ADDT'L INFO.
15	NEW BLDG WALL MOUNTED LIGHT PACK.
16	NEW 9'W x 6'D CONCRETE LANDING. REFER TO DETAIL #6/A1.2 AND #7/A1.2.
17	NEW BLDG POP-OUT(S).
18	INDICATES SETBACK LINES.
19	NEW 3068 MAN DOOR.
20	NEW 6' HIGH WROUGHT-IRON GATE WITH SECURITY PADLOCK.
21	NEW LP GAS TANK (POS).
22	NEW DISPENSER FOR LP GAS TANK.
23	NEW AIR/WATER DISPENSER.
24	NEW 4"ø BOLLARD(S). REFER TO DETAIL #5/A1.2.
25	NEW PARKING STRIPE(S).

X	SITE PLAN KEY NOTES (CONT.)
26	NEW 4' WIDE SIDEWALK. REFER TO DETAIL #6/A1.2 AND #7/A1.2.
27	NEW 12'W x 60'L TRUCK LOADING ZONE.
28	EX. 6' HIGH WOODEN FENCE TO REMAIN.
29	INDICATES NEW UNDERGROUND FUEL TANK(S).
30	NEW RETAINING WALL - REFER TO DETAIL 1/A1.1.
31	EX. SIGN(S) TO REMAIN.
32	EX. DRAIN INLET TO REMAIN.
33	INDICATES EDGE OF CANOPY COVER.
34	EX. TOWER CONTROL BLDG. AREA 193.3 SF.
35	EX. ELECTRICAL TOWER TO REMAIN.
36	NEW 100' TALL PRICE SIGN.
37	EX. 50' WIDE UTILITY EASEMENT
38	EX. FIRE HYDRANT TO REMAIN.
39	NEW CURB RAMP PER DETAIL 14/A1.2 WITH TRUNCATED DOMES PER DETAIL 13/A1.2
40	NEW ACCESSIBLE PARKING STALL AND AISLE PER DETAIL 1/A1.2.
41	NEW ACCESSIBLE PARKING SIGN PER DETAIL 2/A1.2.
42	NEW ACCESSIBLE SIGN PER DETAIL 4/A1.2.
43	NEW PEDESTRIAN PATH OF TRAVEL. REFER TO PATH OF TRAVEL NOTES ABOVE.
44	NEW BIKE RACK.
45	NEW AC PAVING.
46	EX. AC. DIKE TO REMAIN.
47	EX. AC SIDEWALK TO REMAIN.
48	EX. CONC. SIDEWALK TO REMAIN.
49	EX. CURB RAMP TO REMAIN.
50	NEW VACUUM UNIT(S).

FDC SHALL LOCATED WITHIN FORTY FEET OF A FIRE APPARATUS ACCESS LANE.

FDC SHALL BE INSTALLED WITHIN FIVE FEET OF ANY BUILDING OPENING, EXCLUDING A FIRE DEPARTMENT RISER ACCESS DOOR.

TURNS IN PRIVATE DRIVES FOR FIRE APPARATUS ACCESS SHALL HAVE MINIMUM 44 FOOT CENTERLINE TURN RADIUS.

PROVIDE SIGN(S) - 17"X22" MINIMUM AT ALL PUBLIC ENTRANCE DRIVES TO THE PROPERTY WHICH STATES "WARNING - VEHICLE STOPPED, PARKED OR LEFT STANDING IN FIRE LANES WILL BE IMMEDIATELY REMOVED AT OWNER'S EXPENSE.

PROVIDE AN APPROVED POLICE/FIRE BYPASS LOCK ("BEST" PADLOCK MODEL 21B700 SERIES OR ELECTRIC CYLINDER SWITCH MODEL 1NTB2) ON DRIVE ACCESS GATE(S). ALL ELECTRIFIED GATES SHALL BE EQUIPPED WITH THE BEST ELECTRIC CYLINDER LOCK 1NTB2. A KNOX PADLOCK MAY NOT BE USED IN PLACE OF THE BEST PADLOCK MODEL 21B700. THESE LOCKS CAN BE PURCHASED ONLY THROUGH SIERRA LOCK AND GLASS, 1560 N. PALM AVENUE, FRESNO, CA 93728.

PEDESTRIAN PATH OF TRAVEL NOTES:
THE PEDESTRIAN ROUTE SHALL BE A MINIMUM OF 48" WIDE WITH A MAXIMUM CROSS SLOPE OF 2% AND A MAXIMUM RUNNING SLOPE OF 5% UNLESS A COMPLIANT RAMP IS UTILIZED

FIRE LANE NOTE:
EMERGENCY VEHICLE ACCESS SHALL BE DESIGNATED BY PAINTING THE CURB RED (TOP AND SIDE) AND STENCILING "FIRE LANE NO PARKING" IN 3-INCH WHITE LETTERS ON THE MOST VERTICAL CURB, AT LEAST EVERY 50 FEET. IF NO CURB IS PRESENT, A MINIMUM 6-INCH WIDE RED STRIPE SHALL BE PAINTED ALONG THE EDGE OF THE ROADWAY WITH "FIRE LANE" IN 3-INCH WHITE LETTERS AT LEAST EVERY 50 FEET.

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PROJECT

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APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77826
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CIVIL
STATE OF CALIFORNIA

Revisions:	Date:
1 --	--
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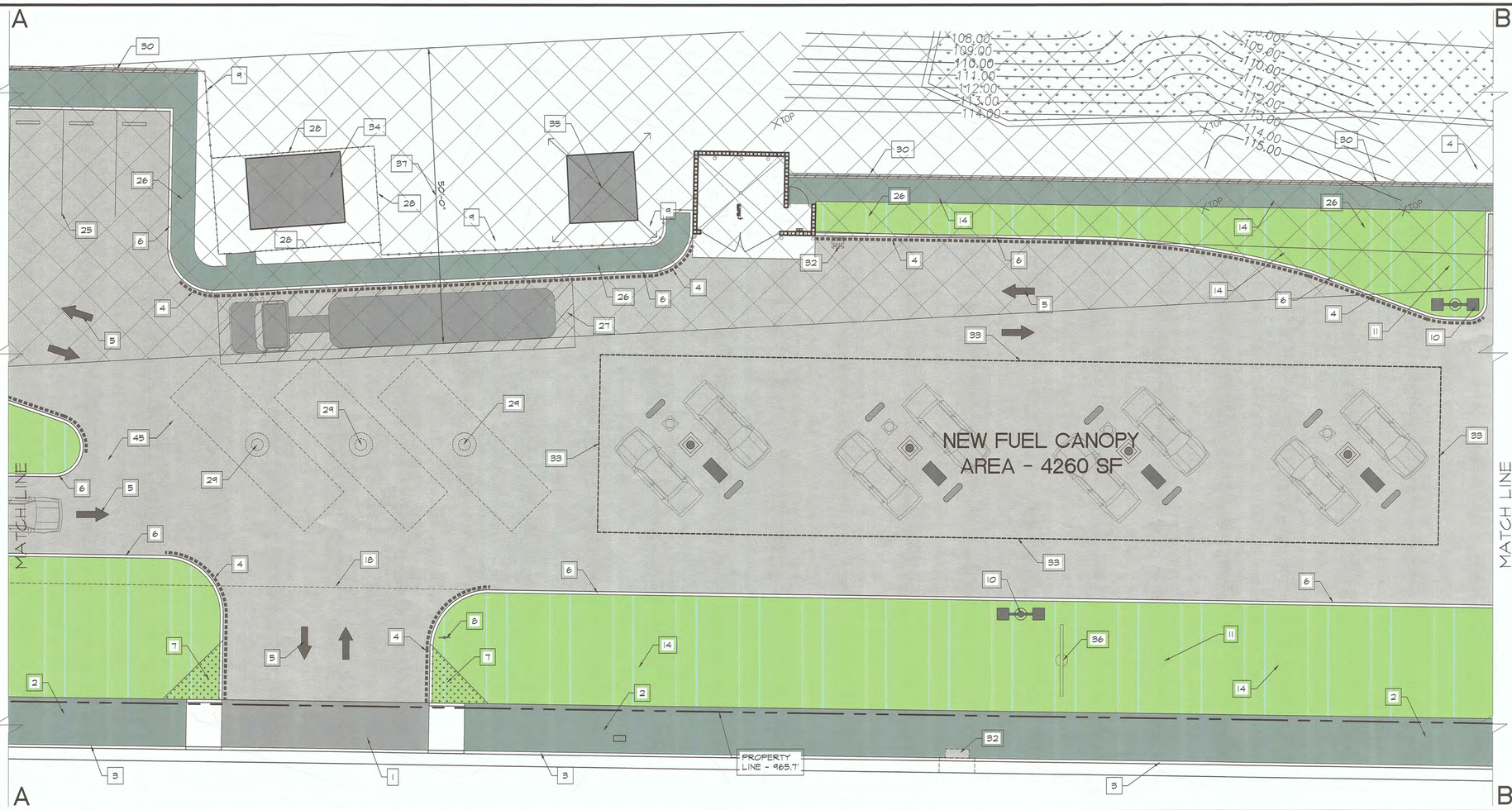
NEW SITE PLAN
PART A

CVEAS JOB # :	16081
DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

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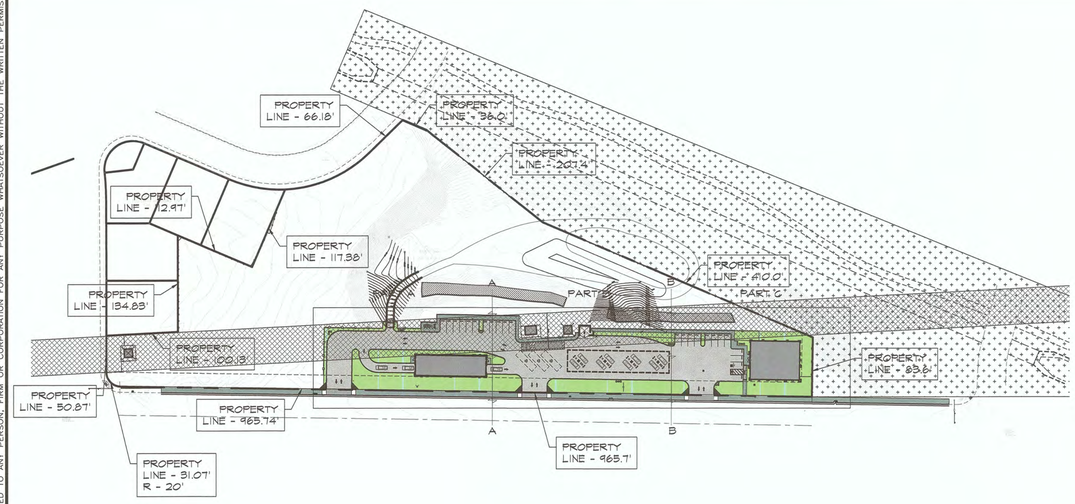
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NEW SITE PLAN - PART B

SCALE: 1:10



NEW OVERALL SITE PLAN

SCALE: 1:100

- FDC SHALL LOCATED WITHIN FORTY FEET OF A FIRE APPARATUS ACCESS LANE.
- FDC SHALL BE INSTALLED WITHIN FIVE FEET OF ANY BUILDING OPENING, EXCLUDING A FIRE DEPARTMENT RISER ACCESS DOOR.
- TURNS IN PRIVATE DRIVES FOR FIRE APPARATUS ACCESS SHALL HAVE MINIMUM 44 FOOT CENTERLINE TURN RADIUS.
- PROVIDE SIGN(S) - 17"X22" MINIMUM AT ALL PUBLIC ENTRANCE DRIVES TO THE PROPERTY WHICH STATES "WARNING - VEHICLE STOPPED, PARKED OR LEFT STANDING IN FIRE LANES WILL BE IMMEDIATELY REMOVED AT OWNER'S EXPENSE.
- PROVIDE AN APPROVED POLICE/FIRE BYPASS LOCK ("BEST" PADLOCK MODEL 21B700 SERIES OR ELECTRIC CYLINDER SWITCH MODEL 1WTB2) ON DRIVE ACCESS GATE(S). ALL ELECTRIFIED GATES SHALL BE EQUIPPED WITH THE BEST ELECTRIC CYLINDER LOCK 1WTB2. A KNOX PADLOCK MAY NOT BE USED IN PLACE OF THE BEST PADLOCK MODEL 21B700. THESE LOCKS CAN BE PURCHASED ONLY THROUGH SIERRA LOCK AND GLASS, 1560 N. PALM AVENUE, FRESNO, CA 93728.
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- FIRE LANE NOTE: EMERGENCY VEHICLE ACCESS SHALL BE DESIGNATED BY PAINTING THE CURB RED (TOP AND SIDE) AND STENCILING "FIRE LANE NO PARKING" IN 3-INCH WHITE LETTERS ON THE MOST VERTICAL CURB, AT LEAST EVERY 50 FEET. IF NO CURB IS PRESENT, A MINIMUM 6-INCH WIDE RED STRIPE SHALL BE PAINTED ALONG THE EDGE OF THE ROADWAY WITH "FIRE LANE" IN 3-INCH WHITE LETTERS AT LEAST EVERY 50 FEET.

SITE PLAN KEY NOTES

X	
1	NEW 35' WIDE DRIVEWAY APPROACH PER CITY STD R-4.
2	NEW 10' WIDE COMMERCIAL SIDEWALK PER COUNTY STANDARD CA-70
3	NEW 6" HIGH CONCRETE CURB AND GUTTER PER COUNTY STANDARD CA-70.
4	NEW FIRE LANE STRIPPING. REFER TO FIRE LANE NOTE.
5	NEW DIRECTIONAL ARROW(S). REFER TO DETAIL 11/A1.2.
6	NEW 6" HIGH CONCRETE CURB.
7	INDICATES 10' VISIBILITY TRIANGLE AT ALL DRIVEWAY(S).
8	NEW TOW-AWAY SIGN. REFER TO DETAIL 3/A1.2.
9	NEW 6' HIGH WROUGHT IRON FENCE. REFER SHEET A1.3.
10	NEW HOODED LIGHT POLE. REFER TO DETAIL 16/A1.2.
11	NEW TREE(S) ARE SHOWN ON LANDSCAPING PLANS.
12	NOT USED.
13	NEW FIRE HYDRANT AND FDC CONNECTION. REFER TO FDC NOTE.
14	NEW LANDSCAPING AREA. REFER TO LANDSCAPE PLANS FOR ADDT'L INFO.
15	NEW BLDG WALL MOUNTED LIGHT PACK.
16	NEW 9'W x 6'D CONCRETE LANDING. REFER TO DETAIL #6/A1.2 AND #7/A1.2.
17	NEW BLDG POP-OUT(S).
18	INDICATES SETBACK LINES.
19	NEW 3068 MAN DOOR.
20	NEW 6' HIGH WROUGHT-IRON GATE WITH SECURITY PADLOCK.
21	NEW LP GAS TANK (POS).
22	NEW DISPENSER FOR LP GAS TANK.
23	NEW AIR/WATER DISPENSER.
24	NEW 4"ø BOLLARD(S). REFER TO DETAIL #5/A1.2.
25	NEW PARKING STRIPE(S).

SITE PLAN KEY NOTES (CONT.)

X	
26	NEW 4' WIDE SIDEWALK. REFER TO DETAIL #6/A1.2 AND #7/A1.2.
27	NEW 12'W x 60'L TRUCK LOADING ZONE.
28	EX. 6' HIGH WOODEN FENCE TO REMAIN.
29	INDICATES NEW UNDERGROUND FUEL TANK(S).
30	NEW RETAINING WALL - REFER TO DETAIL 1/A1.1.
31	EX. SIGN(S) TO REMAIN.
32	EX. DRAIN INLET TO REMAIN.
33	INDICATES EDGE OF CANOPY COVER.
34	EX. TOWER CONTROL BLDG. AREA 193.3 SF.
35	EX. ELECTRICAL TOWER TO REMAIN.
36	NEW 100' TALL PRICE SIGN.
37	EX. 50' WIDE UTILITY EASEMENT
38	EX. FIRE HYDRANT TO REMAIN.
39	NEW CURB RAMP PER DETAIL 14/A1.2 WITH TRUNCATED DOMES PER DETAIL 13/A1.2
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PROJECT

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1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER RICARDO LEAL No. C 77826 REN: 06-30-2021 CIVIL STATE OF CALIFORNIA

Revisions:	Date:
1 --	--
2 --	--
3 --	--

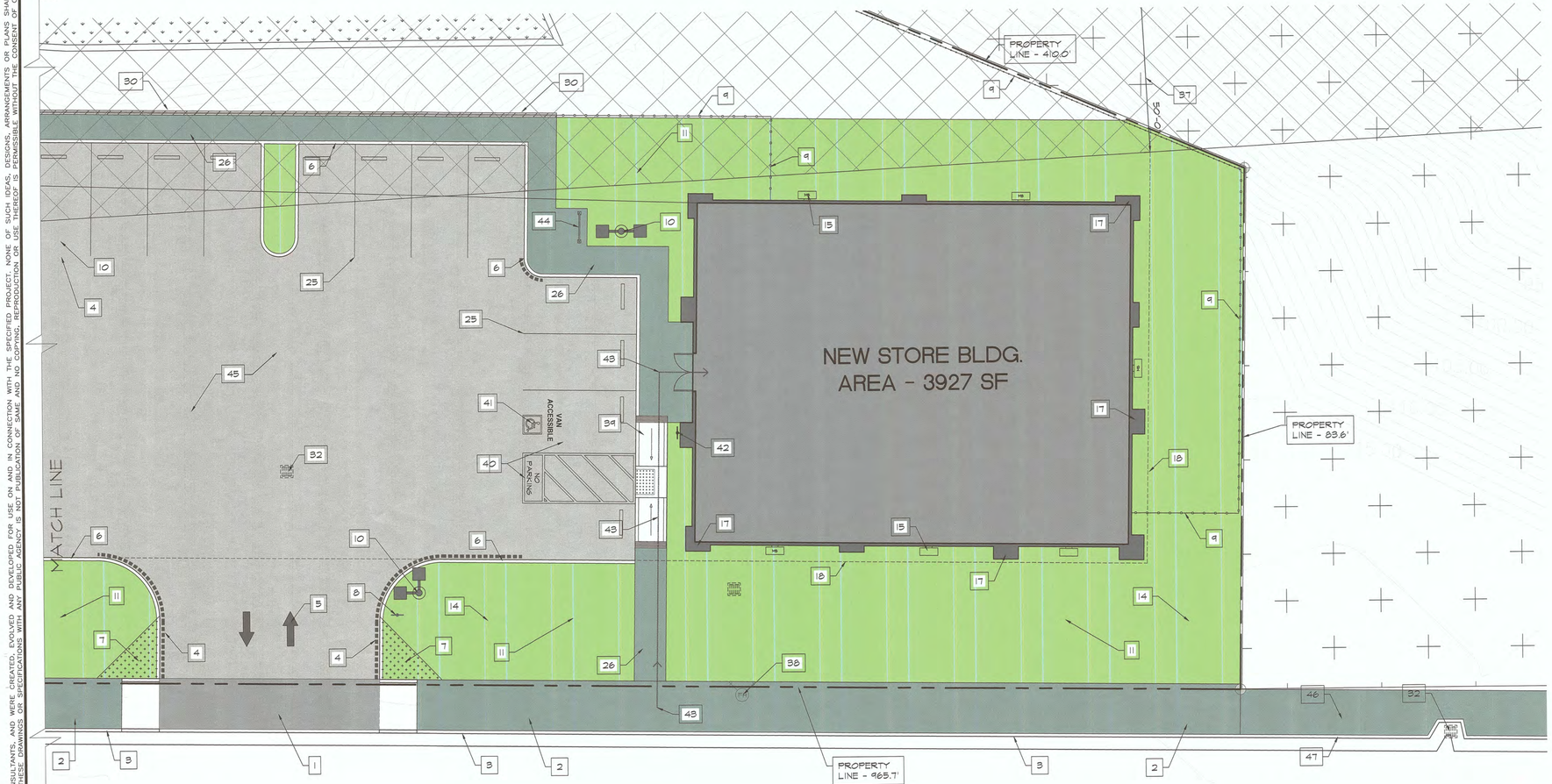
NEW SITE PLAN
PART B

CVEAS JOB # :	16081
DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
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SCALE:	AS NOTED

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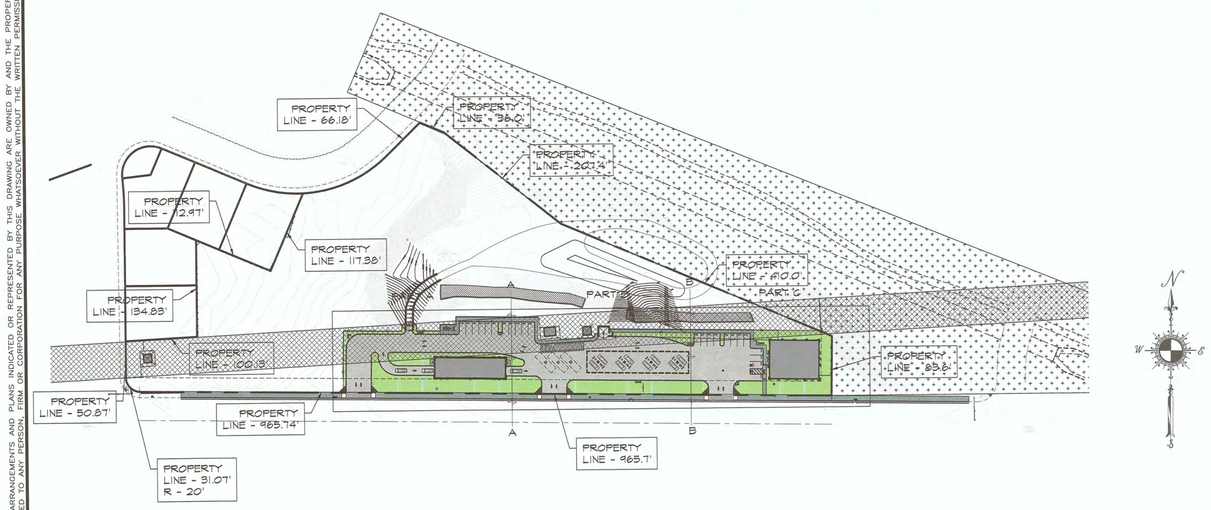
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NEW SITE PLAN - PART C

SCALE: 1:10



NEW OVERALL SITE PLAN

SCALE: 1:100

SITE PLAN KEY NOTES

X	
1	NEW 35' WIDE DRIVEWAY APPROACH PER CITY STD R-4.
2	NEW 10' WIDE COMMERCIAL SIDEWALK PER COUNTY STANDARD CA-7O
3	NEW 6" HIGH CONCRETE CURB AND GUTTER PER COUNTY STANDARD CA-7O.
4	NEW FIRE LANE STRIPPING. REFER TO FIRE LANE NOTE.
5	NEW DIRECTIONAL ARROW(S). REFER TO DETAIL 11/A1.2.
6	NEW 6" HIGH CONCRETE CURB.
7	INDICATES 10' VISIBILITY TRIANGLE AT ALL DRIVEWAY(S).
8	NEW TOW-AWAY SIGN. REFER TO DETAIL 3/A1.2.
9	NEW 6' HIGH WROUGHT IRON FENCE. REFER SHEET A1.3.
10	NEW HOODED LIGHT POLE. REFER TO DETAIL 16/A1.2.
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12	NOT USED.
13	NEW FIRE HYDRANT AND FDC CONNECTION. REFER TO FDC NOTE.
14	NEW LANDSCAPING AREA. REFER TO LANDSCAPE PLANS FOR ADDT'L INFO.
15	NEW BLDG WALL MOUNTED LIGHT PACK.
16	NEW 9'W x 6'D CONCRETE LANDING. REFER TO DETAIL #6/A1.2 AND #7/A1.2.
17	NEW BLDG POP-OUT(S).
18	INDICATES SETBACK LINES.
19	NEW 3068 MAN DOOR.
20	NEW 6' HIGH WROUGHT-IRON GATE WITH SECURITY PADLOCK.
21	NEW LP GAS TANK (POS).
22	NEW DISPENSER FOR LP GAS TANK.
23	NEW AIR/WATER DISPENSER.
24	NEW 4"ø BOLLARD(S). REFER TO DETAIL #5/A1.2.
25	NEW PARKING STRIPE(S).

SITE PLAN KEY NOTES (CONT.)

X	
26	NEW 4' WIDE SIDEWALK. REFER TO DETAIL #6/A1.2 AND #7/A1.2.
27	NEW 12'W x 60'L TRUCK LOADING ZONE.
28	EX. 6' HIGH WOODEN FENCE TO REMAIN.
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34	EX. TOWER CONTROL BLDG. AREA 193.3 SF.
35	EX. ELECTRICAL TOWER TO REMAIN.
36	NEW 100' TALL PRICE SIGN.
37	EX. 50' WIDE UTILITY EASEMENT
38	EX. FIRE HYDRANT TO REMAIN.
39	NEW CURB RAMP PER DETAIL 14/A1.2 WITH TRUNCATED DOMES PER DETAIL 13/A1.2
40	NEW ACCESSIBLE PARKING STALL AND AISLE PER DETAIL 1/A1.2.
41	NEW ACCESSIBLE PARKING SIGN PER DETAIL 2/A1.2.
42	NEW ACCESSIBLE SIGN PER DETAIL 4/A1.2.
43	NEW PEDESTRIAN PATH OF TRAVEL. REFER TO PATH OF TRAVEL NOTES ABOVE.
44	NEW BIKE RACK.
45	NEW AC PAVING.
46	EX. AC. DIKE TO REMAIN.
47	EX. AC SIDEWALK TO REMAIN.
48	EX. CONC. SIDEWALK TO REMAIN.
49	EX. CURB RAMP TO REMAIN.
50	NEW VACUUM UNIT(S).

FDC SHALL LOCATED WITHIN FORTY FEET OF A FIRE APPARATUS ACCESS LANE.

FDC SHALL BE INSTALLED WITHIN FIVE FEET OF ANY BUILDING OPENING, EXCLUDING A FIRE DEPARTMENT RISER ACCESS DOOR.

TURNS IN PRIVATE DRIVES FOR FIRE APPARATUS ACCESS SHALL HAVE MINIMUM 44 FOOT CENTERLINE TURN RADIUS.

PROVIDE SIGN(S) - 17"X22" MINIMUM AT ALL PUBLIC ENTRANCE DRIVES TO THE PROPERTY WHICH STATES "WARNING - VEHICLE STOPPED, PARKED OR LEFT STANDING IN FIRE LANES WILL BE IMMEDIATELY REMOVED AT OWNER'S EXPENSE.

PROVIDE AN APPROVED POLICE/FIRE BYPASS LOCK ("BEST" PADLOCK MODEL 21BT00 SERIES OR ELECTRIC CYLINDER SWITCH MODEL IWTB2) ON DRIVE ACCESS GATE(S). ALL ELECTRIFIED GATES SHALL BE EQUIPPED WITH THE BEST ELECTRIC CYLINDER LOCK IWTB2. A KNOX PADLOCK MAY NOT BE USED IN PLACE OF THE BEST PADLOCK MODEL 21BT00. THESE LOCKS CAN BE PURCHASED ONLY THROUGH SIERRA LOCK AND GLASS, 1560 N. PALM AVENUE, FRESNO, CA 93728.

PEDESTRIAN PATH OF TRAVEL NOTES:
THE PEDESTRIAN ROUTE SHALL BE A MINIMUM OF 48" WIDE WITH A MAXIMUM CROSS SLOPE OF 2% AND A MAXIMUM RUNNING SLOPE OF 5% UNLESS A COMPLIANT RAMP IS UTILIZED

FIRE LANE NOTE:
EMERGENCY VEHICLE ACCESS SHALL BE DESIGNATED BY PAINTING THE CURB RED (TOP AND SIDE) AND STENCILING "FIRE LANE NO PARKING" IN 3-INCH WHITE LETTERS ON THE MOST VERTICAL CURB, AT LEAST EVERY 50 FEET. IF NO CURB IS PRESENT, A MINIMUM 6-INCH WIDE RED STRIPE SHALL BE PAINTED ALONG THE EDGE OF THE ROADWAY WITH "FIRE LANE" IN 3-INCH WHITE LETTERS AT LEAST EVERY 50 FEET.

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APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77049
Exp. 06-30-21
CIVIL
STATE OF CALIFORNIA

Revisions:	Date:
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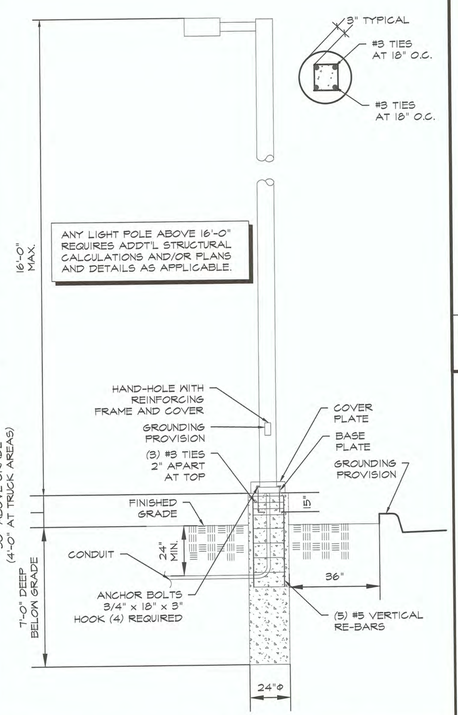
NEW SITE PLAN
PART C

CVEAS JOB # : 16081
DATE: 11-6-2018
PLANNING SUBMITTAL #: AP-16-1189
PLAN CHECK SUBMITTAL #: XX-XXXX
DRAWN BY: AN, ME, KX
CHECKED BY: RL
SCALE: AS NOTED

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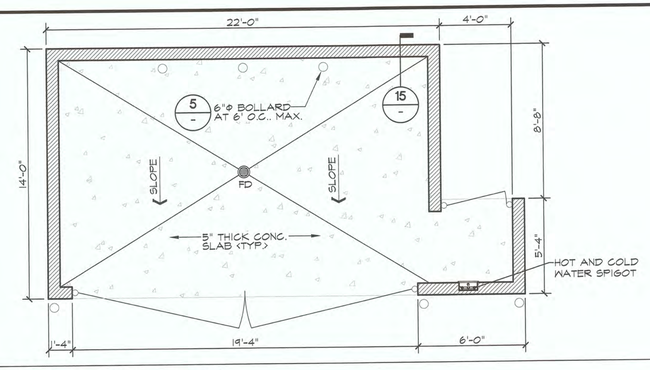
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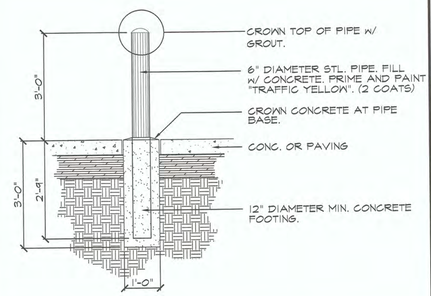
16 LIGHT POLE MOUNTING - TYP.

SCALE: N.T.S.



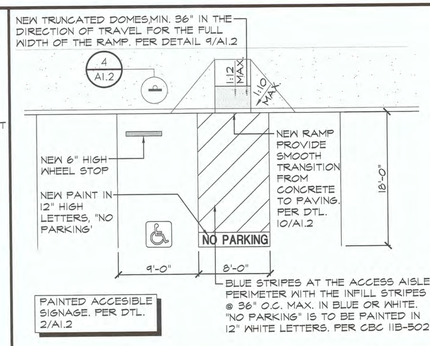
13 TRASH ENCLOSURE PLAN

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



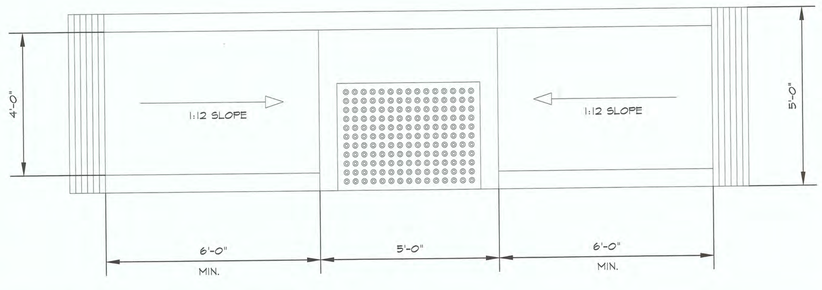
5 BOLLARD

SCALE: 1/2"=1'-0"



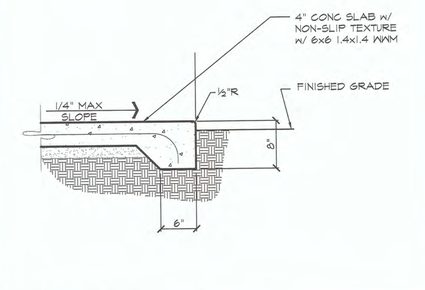
1 ACCESSIBLE PARKING LAYOUT

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



13 PARALLEL CURB RAMP - TYP.

SCALE: N.T.S.



6 SIDEWALK EDGE

SCALE: 1"=1'-0"



INTERNATIONAL SYMBOL OF ACCESSIBILITY

1. MINIMUM 5" x 5" DECAL LOCATED BY PRIMARY ENTRANCE
2. MINIMUM 36" x 36" PAINTED SYMBOL BEYOND HANDICAP PARKING STALL(S).
3. BACKGROUND TO BE BLUE, WHEELCHAIR SYMBOL TO BE WHITE, TYPICAL.

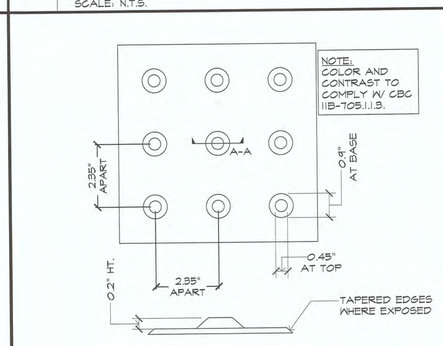
2 *ACCESSIBILITY SYMBOL*

SCALE: 3/4"=1'-0"

1. CHARACTERS, SYMBOLS, AND THEIR BACKGROUND SHALL HAVE A NON-GLARE FINISH.
2. CHARACTERS & SYMBOLS SHALL CONTRAST WITH THEIR BACKGROUND, EITHER LIGHT ON A DARK BACKGROUND OR DARK ON A LIGHT BACKGROUND.
3. VISUAL CHARACTERS ON SIGNS SHALL COMPLY WITH CBC 1117B.5.3 REGARDING FONT PROPORTIONS. (8.01.13 CBC SUPPLEMENT) THE WIDTH OF THE UPPERCASE LETTER "O" IS TO BE 60% MINIMUM AND 110% MAXIMUM OF THE HEIGHT OF THE UPPERCASE LETTER "I". STROKE THICKNESS OF THE UPPERCASE LETTER "I" SHALL BE 10%% MINIMUM AND 20% MAXIMUM OF THE HEIGHT OF THE CHARACTER.
4. RAISED CHARACTERS ON SIGNS SHALL BE RAISED 1/32" MIN. AND SHALL BE SANS SERIF UPPERCASE CHARACTERS.
5. RAISED CHARACTERS SHALL BE A MIN. OF 5/8" AND A MAX. OF 2" HIGH.
6. BRAILLE SHALL BE PLACED A MIN. OF 3/8" AND A MAX. OF 1/2" DIRECTLY BELOW THE TACTILE CHARACTERS, FLUSH LEFT OR CENTERED. EDGE OF SIGNS SHALL BE ROUNDED, CHAMFERED OR EASED AND CORNERS OF SIGNS SHALL HAVE A MIN. RADIUS OF 1/8".
7. PICTORIAL SYMBOL SIGNS (PICTOGRAMS) SHALL BE ACCOMPANIED BY THE VERBAL DESCRIPTION PLACED DIRECTLY BELOW THE PICTOGRAM. THE OUTSIDE DIMENSION OF THE PICTOGRAM FIELD SHALL BE A MINIMUM OF 6" IN HEIGHT.
8. EVERY EXIT SIGN AND DIRECTION EXIT SIGN SHALL HAVE PLAINLY LEGIBLE LETTERS NOT LESS THAN 6 INCHES HIGH WITH THE PRINCIPAL STROKES OF THE LETTERS NOT LESS THAN 3/4 INCH WIDE.
9. THE WORD "EXIT" SHALL HAVE LETTERS HAVING WIDTH NOT LESS THAN 2 INCHES WIDE, EXCEPT THE LETTER "I", AND THE MINIMUM SPACING BETWEEN LETTERS SHALL NOT BE LESS THAN 3/8 INCHES.
10. THE WORD "EXIT SHALL BE IN HIGH CONTRAST WITH BACKGROUND. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. TO ENSURE CONTINUED ILLUMINATION, PROVIDE EMERGENCY BATTERY BACKUP.
11. EXIT SIGNS SHALL BE INSTALLED ON THE WALL ADJACENT TO THE LATCH SIDE OF THE DOOR. WHERE THERE IS NO ALL SPACE ON THE LATCH SIDE, INCLUDING AT DOUBLE LEAF DOORS, SIGNS SHALL BE PLACED ON THE NEAREST ADJACENT WALL, PREFERABLY ON THE RIGHT.
12. EXIT SIGN & TYP. SIGNS WITH RAISED CHARACTERS AND BRAILLE SHALL BE LOCATED 48" MINIMUM ABOVE THE FINISH FLOOR OR GROUND SURFACE, MEASURED FROM THE BASELINE OF THE LOWEST LINE OF BRAILLE AND 60 INCHES MAXIMUM ABOVE THE FINISH FLOOR OR GROUND SURFACE, MEASURED FROM BASELINE OF THE HIGHEST LINE OF RAISED CHARACTERS.
13. MOUNTING LOCATION SHALL BE DETERMINED SO THAT A PERSON MAY APPROACH WITHIN 3 INCHES OF SIGNAGE WITHOUT ENCOUNTERING PROTRUDING OBJECTS OR STANDING WITHIN THE SWING OF A DOOR.
14. ILLUMINATED EXIT SIGNS SHALL BE CENTERED ABOVE THE EXIT DOOR.

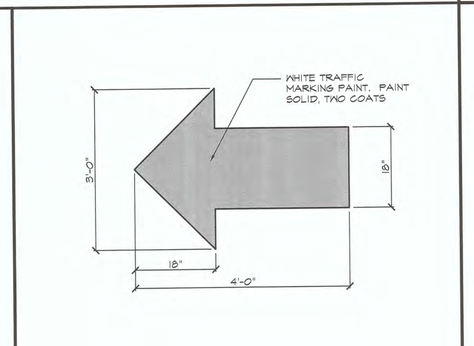
17 SIGN NOTES - TYPICAL

SCALE: N.T.S.



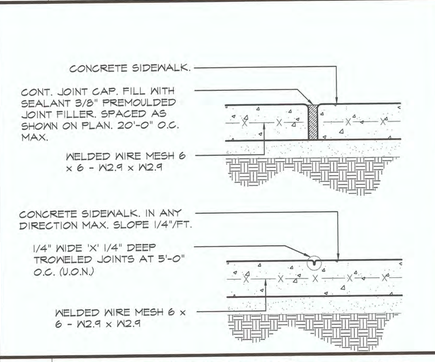
14 TRUNCATED DOMES

SCALE: 3" = 1'-0"



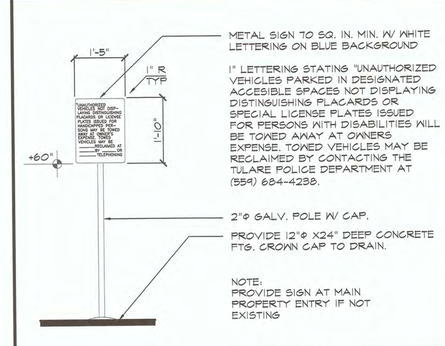
11 DIRECTIONAL ARROW

SCALE: 3/4"=1'-0"



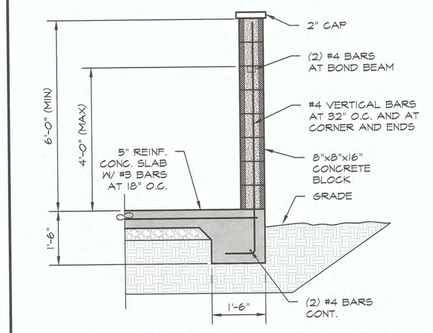
7 EXP. JOINT + TROWEL JOINT

SCALE: 1 1/2" = 1'-0"



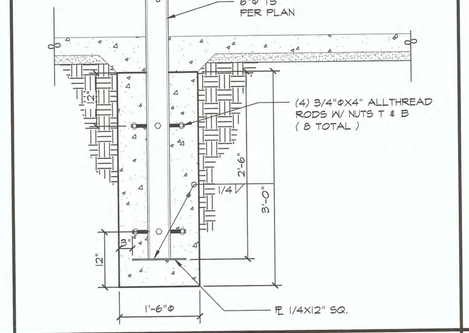
3 TOW AWAY SIGNAGE

SCALE: 1/2"=1'-0"



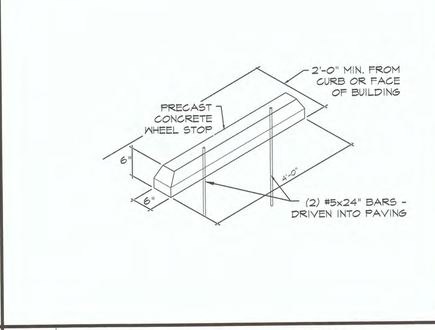
15 ENCL WALL DETAIL

SCALE: 1/2"=1'-0"



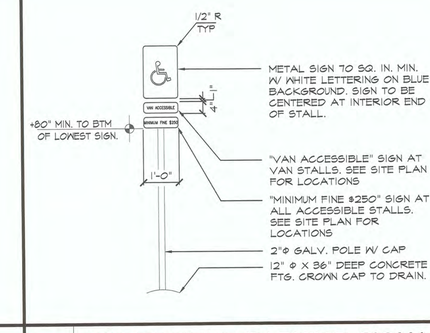
12 TRASH ENCLOSURE POST

SCALE: 3/4"=1'-0"



8 CONCRETE WHEEL STOP

SCALE: 1 1/2" = 1'-0"



4 ACCESSIBLE PARKING SIGNAGE

SCALE: 1/2"=1'-0"

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PROJECT
C-STORE GAS STATION AND CAR WASH
1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER RICARDO LEAL No. C 77022 Exp. 06-30-21 CIVIL STATE OF CALIFORNIA

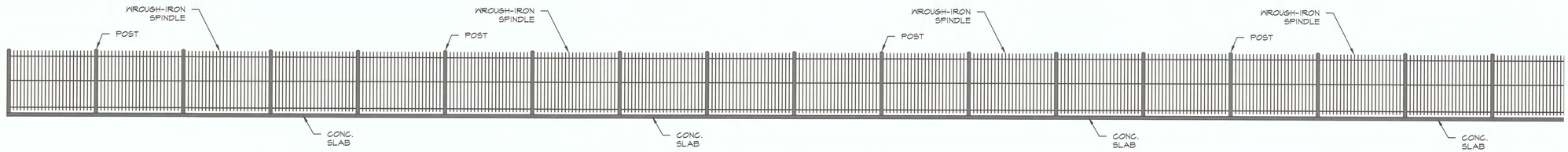
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SITE DETAILS

CVEAS JOB # :	16081
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SCALE:	AS NOTED

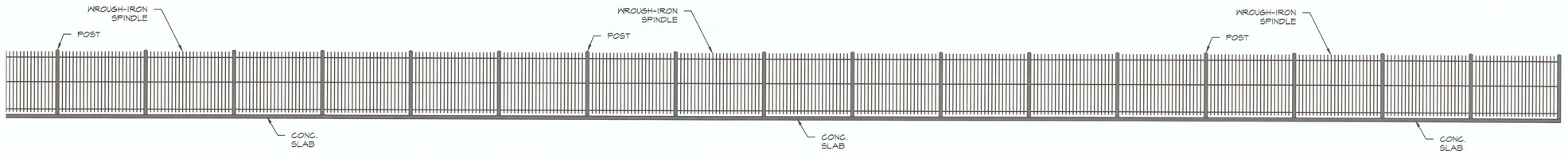
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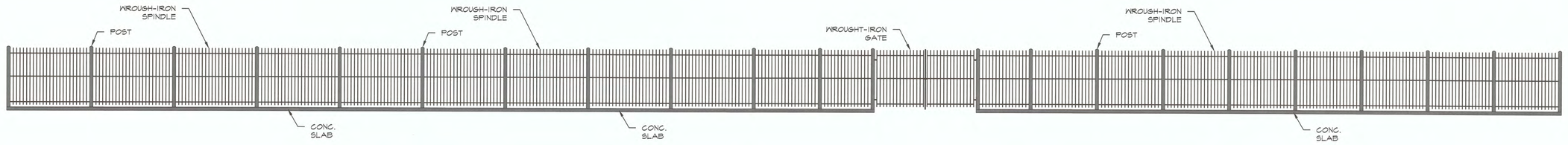
WROUGHT IRON FENCE ELEVATION AT NORTH PARKING AREA NEAR STORE

SCALE: 3/16"=1'-0"



WROUGHT IRON FENCE ELEVATION AT NORTH PARKING AREA NEAR STORE

SCALE: 3/16"=1'-0"



WROUGHT IRON FENCE ELEVATION AT PARKING AREA NEAR CARWASH

SCALE: 3/16"=1'-0"

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PROJECT

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REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77[illegible]
11-16-20[illegible]
CIVIL
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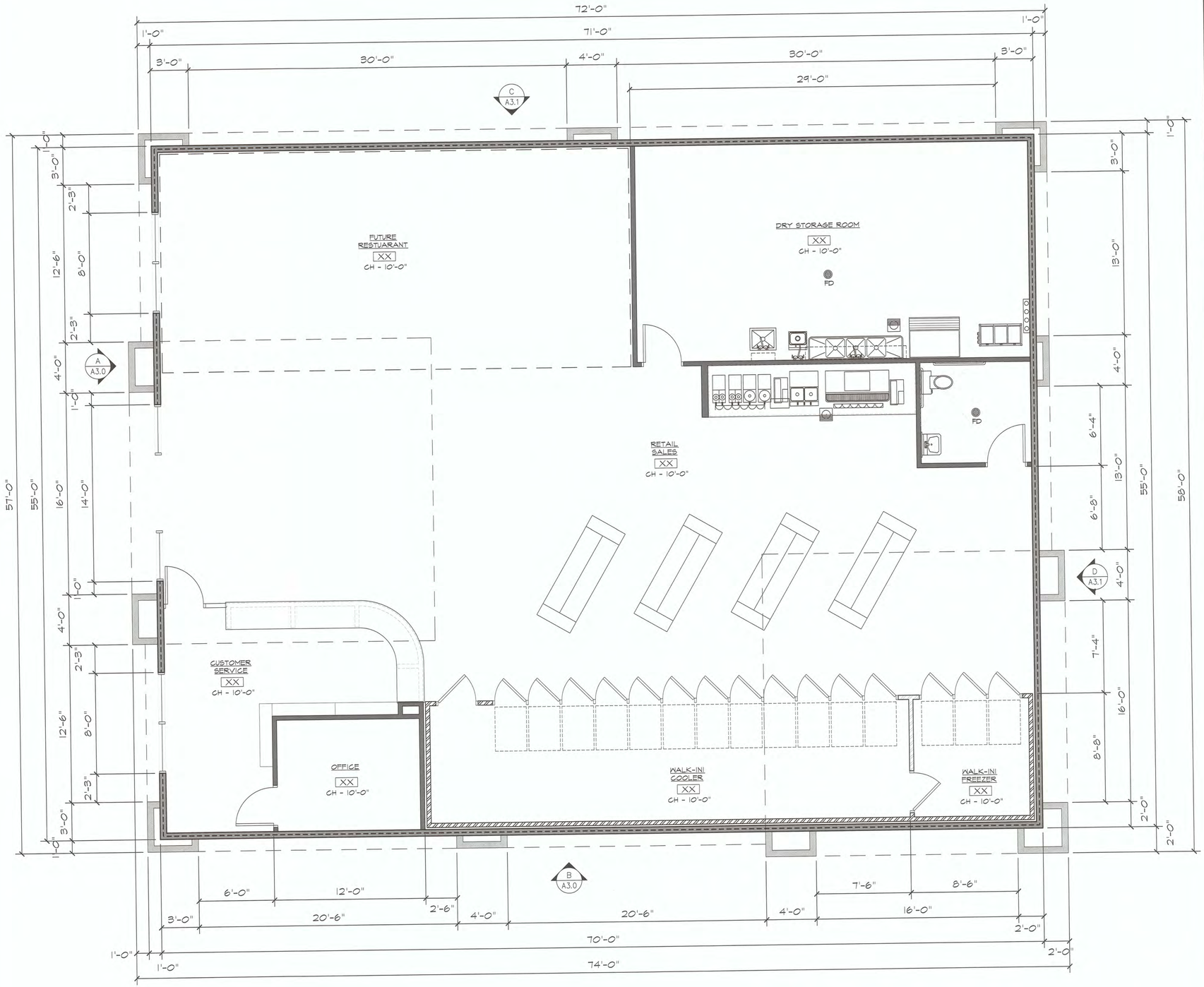
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FENCE ELEVATIONS

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A1.3

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PROPOSED FLOOR PLAN - STORE

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

WALL LEGEND	
TYPE	DESCRIPTION
	EXTERIOR CMU WALL - 8"x8"x16" CMU. PAINT TO MATCH STORE BUILDING COLOR AND TYPE. REFER TO STRUCTURAL FOR ANY ADDT'L INFO.
	EXTERIOR WALL- 2x6 DF#2 WOOD STUD WALL @ 16" O.C. EXTERIOR - 3 COAT STUCCO WALL FINISH: 7/8" MIN. THICKNESS OVER 17 GA.x 1 1/2" HEXAGONAL PAPER-BACKED WIRE LATH OVER 2-LAYERS OF TYPE "D" PAPER UNDER-LAYMENT OVER PLYWOOD SHEATHING. INTERIOR - 1/2" DRYWALL WITH SCREWS - REFER TO STRUCTURAL PLANS FOR NAILING.
	INTERIOR WALL - 2x4 DF#2 WOOD STUD WALL @ 16" O.C. INTERIOR - 1/2" DRYWALL WITH SCREWS - REFER TO STRUCTURAL PLANS FOR NAILING.
	POP-OUT WALL - 2x4 DF#2 WOOD STUD WALL @ 16" O.C. EXTERIOR - 3 COAT STUCCO WALL FINISH: 7/8" MIN. THICKNESS OVER 17 GA.x 1 1/2" HEXAGONAL PAPER-BACKED WIRE LATH OVER 2-LAYERS OF TYPE "D" PAPER UNDER-LAYMENT OVER PLYWOOD SHEATHING.
	PRE-FAB METAL WALK-IN BOX WALL INSTALL PER MANUFACTURER'S SPECIFICATION AND INSTALLATION MANUALS

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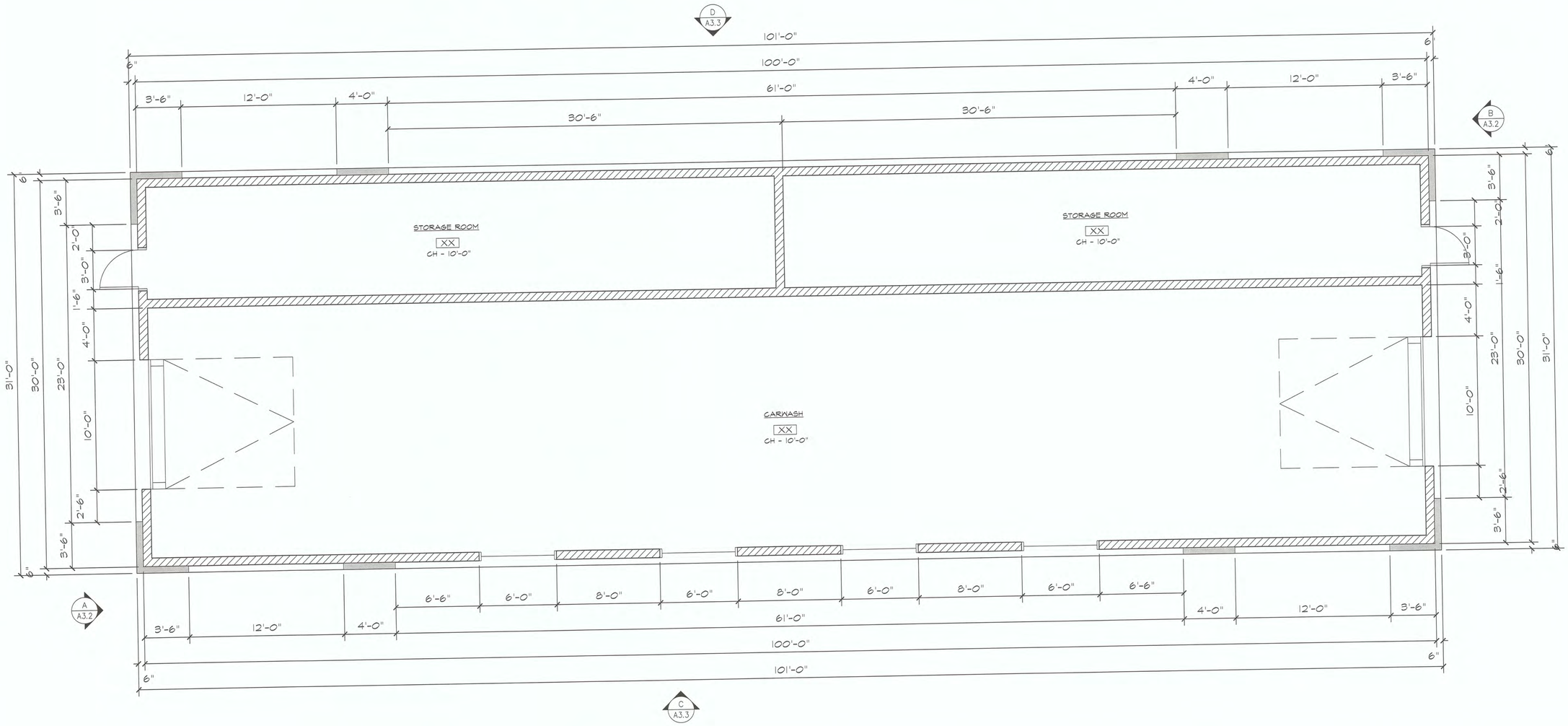
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PROPOSED FLOOR PLAN STORE

CVEAS JOB # :	16081
DATE:	11-6-2018
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A2.0

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PROPOSED FLOOR PLAN - CARWASH

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

WALL LEGEND

TYPE	DESCRIPTION
	EXTERIOR CMU WALL - 8"x8"x16" CMU. PAINT TO MATCH STORE BUILDING COLOR AND TYPE. REFER TO STRUCTURAL FOR ANY ADDTL INFO.
	EXTERIOR WALL- 2x6 DF#2 WOOD STUD WALL @ 16" O.C. EXTERIOR - 3 COAT STUCCO WALL FINISH: 7/8" MIN. THICKNESS OVER 17 GA.x 1 1/2" HEXAGONAL PAPER-BACKED WIRE LATH OVER 2-LAYERS OF TYPE "D" PAPER UNDER-LAYMENT OVER PLYWOOD SHEATHING. INTERIOR - 1/2" DRYWALL WITH SCREWS - REFER TO STRUCTURAL PLANS FOR NAILING.
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	POP-OUT WALL - 2x4 DF#2 WOOD STUD WALL @ 16" O.C. EXTERIOR - 3 COAT STUCCO WALL FINISH: 7/8" MIN. THICKNESS OVER 17 GA.x 1 1/2" HEXAGONAL PAPER-BACKED WIRE LATH OVER 2-LAYERS OF TYPE "D" PAPER UNDER-LAYMENT OVER PLYWOOD SHEATHING.
	PRE-FAB METAL WALK-IN BOX WALL INSTALL PER MANUFACTURER'S SPECIFICATION AND INSTALLATION MANUALS

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C-STORE GAS STATION AND CAR WASH
1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77626
EXP. 06-30-21
CIVIL
STATE OF CALIFORNIA

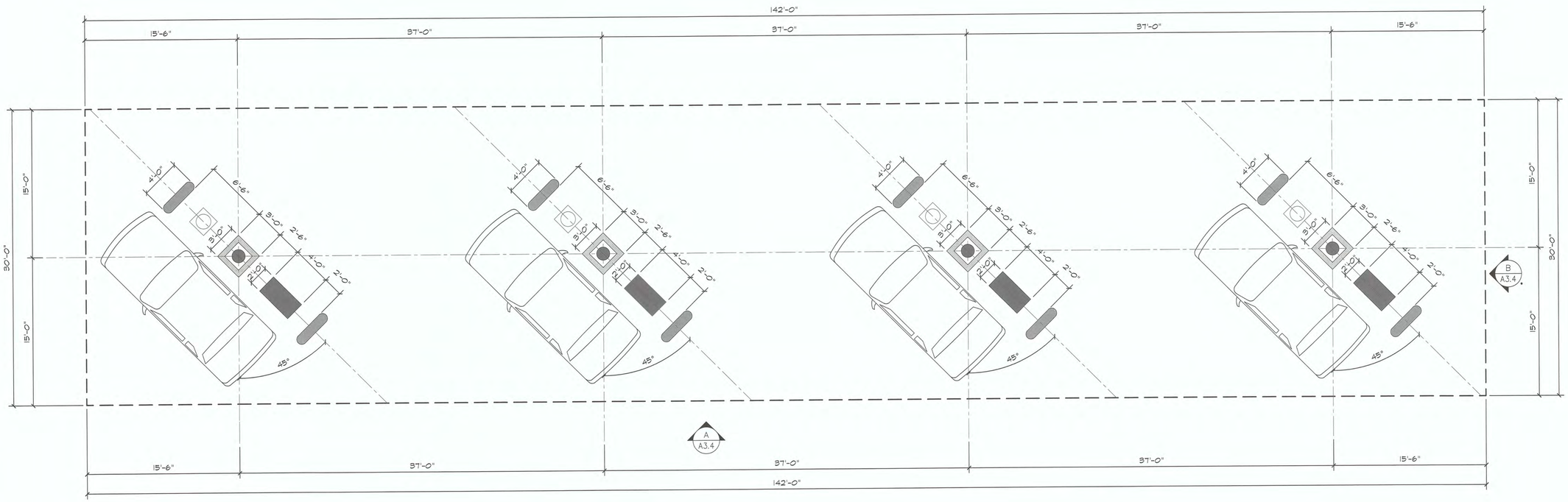
Revisions:	Date:
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PROPOSED
FLOOR PLAN
CARWASH

CVEAS JOB #:	16081
DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

A2.1

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PROPOSED FLOOR PLAN - CANOPY

SCALE: 3/16" = 1'-0"

WALL LEGEND	
TYPE	DESCRIPTION
	EXTERIOR CMU WALL - 8"x8"x16" CMU. PAINT TO MATCH STORE BUILDING COLOR AND TYPE. REFER TO STRUCTURAL FOR ANY ADDT'L INFO.
	EXTERIOR WALL- 2x6 DF#2 WOOD STUD WALL @ 16" O.C. EXTERIOR - 3 COAT STUCCO WALL FINISH; 7/8" MIN. THICKNESS OVER 17 GA.x 1 1/2" HEXAGONAL PAPER-BACKED WIRE LATH OVER 2-LAYERS OF TYPE "D" PAPER UNDER-LAYMENT OVER PLYWOOD SHEATHING. INTERIOR - 1/2" DRYWALL WITH SCREWS - REFER TO STRUCTURAL PLANS FOR NAILING.
	INTERIOR WALL - 2x4 DF#2 WOOD STUD WALL @ 16" O.C. INTERIOR - 1/2" DRYWALL WITH SCREWS - REFER TO STRUCTURAL PLANS FOR NAILING.
	POP-OUT WALL - 2x4 DF#2 WOOD STUD WALL @ 16" O.C. EXTERIOR - 3 COAT STUCCO WALL FINISH; 7/8" MIN. THICKNESS OVER 17 GA.x 1 1/2" HEXAGONAL PAPER-BACKED WIRE LATH OVER 2-LAYERS OF TYPE "D" PAPER UNDER-LAYMENT OVER PLYWOOD SHEATHING.
	PRE-FAB METAL WALK-IN BOX WALL INSTALL PER MANUFACTURER'S SPECIFICATION AND INSTALLATION MANUALS

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PROJECT

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RICARDO LEAL
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1 --	--
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3 --	--

PROPOSED
FLOOR PLAN
CANOPY

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DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

A2.2

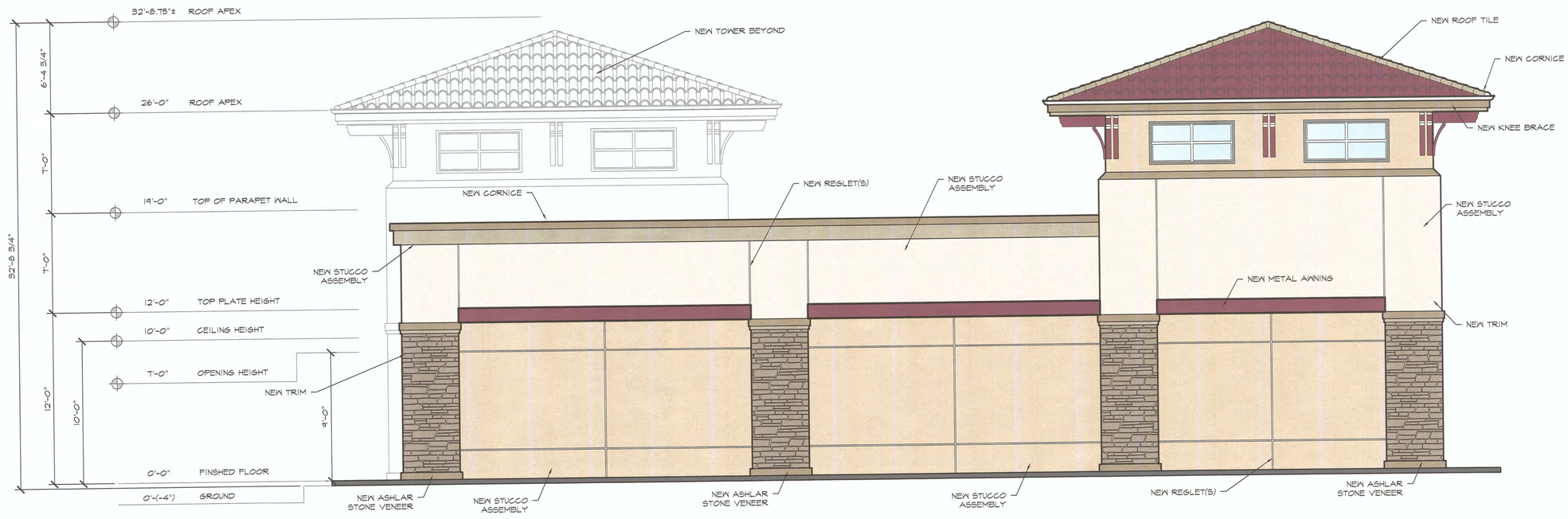
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WEST ELEVATION - FRONT

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

A



SOUTH ELEVATION - RIGHT SIDE

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

B

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No. C 77792
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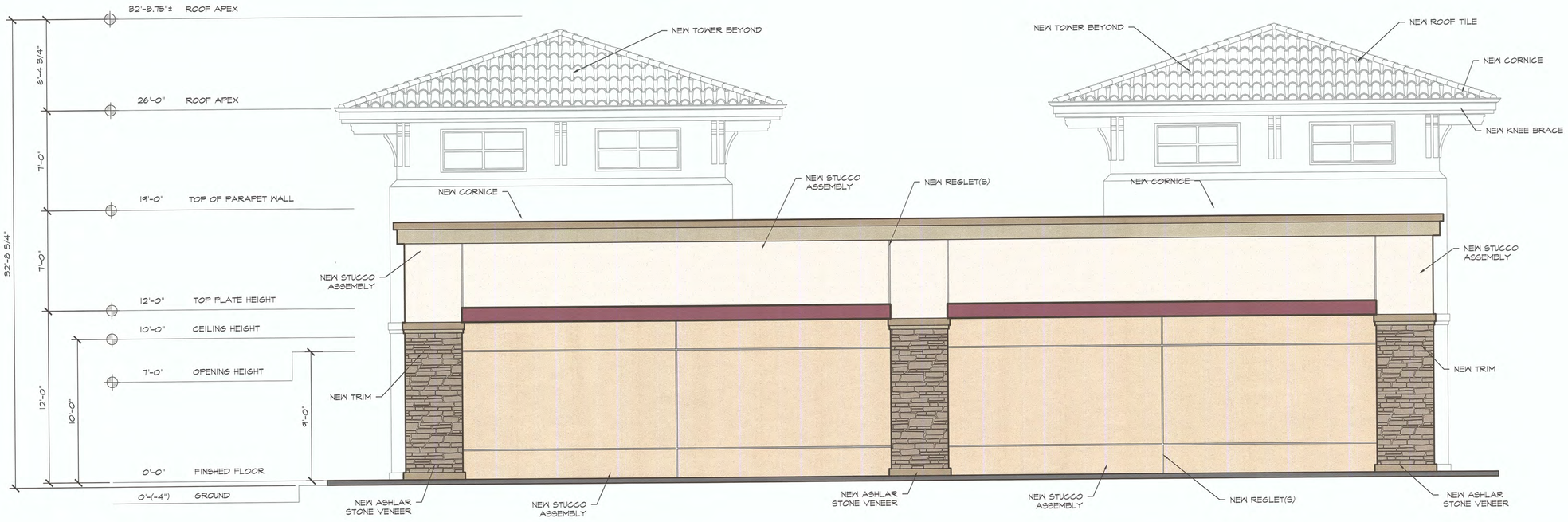
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ELEVATIONS
STORE

CVEAS JOB # :	16081
DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
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DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

A3.0

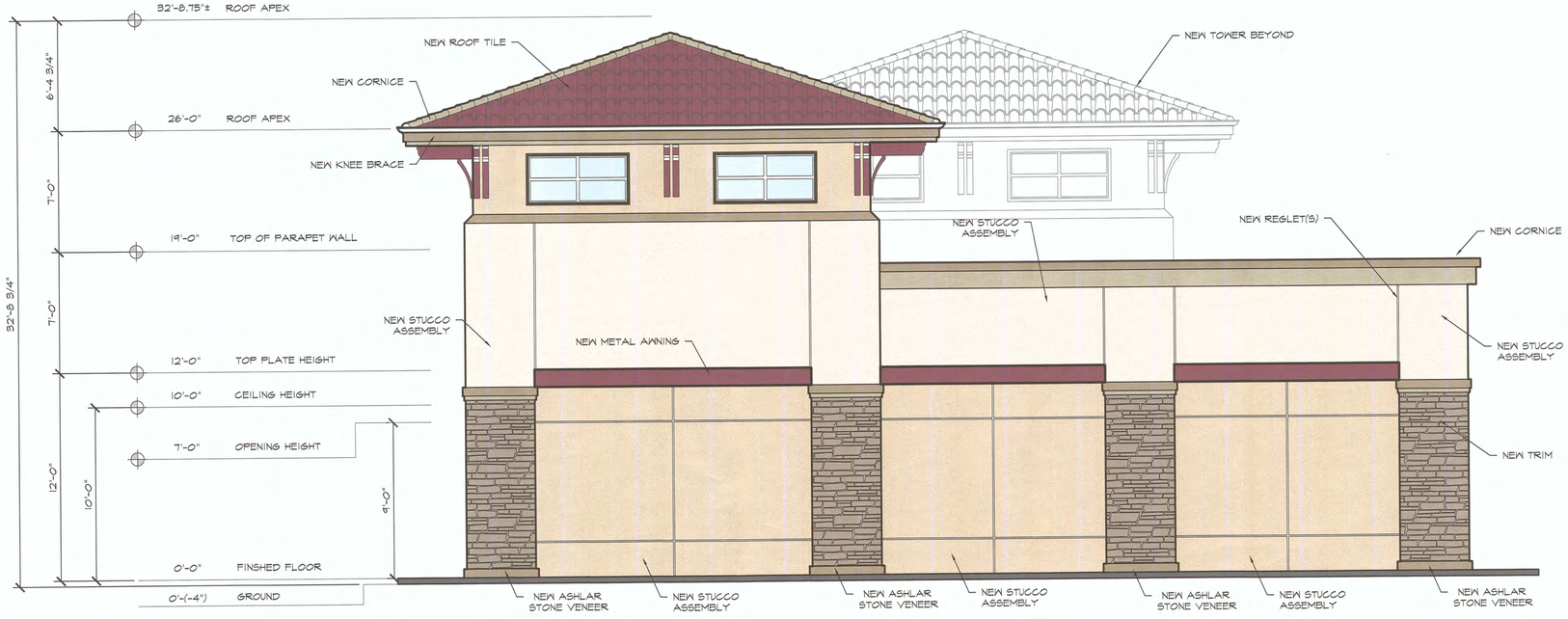
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NORTH ELEVATION - LEFT SIDE

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

C



EAST ELEVATION - REAR

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

D

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PROJECT

C-STORE GAS STATION AND CAR WASH
1625 BUCHANAN ROAD
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APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77708
EXP. 12-31-19
CIVIL
STATE OF CALIFORNIA

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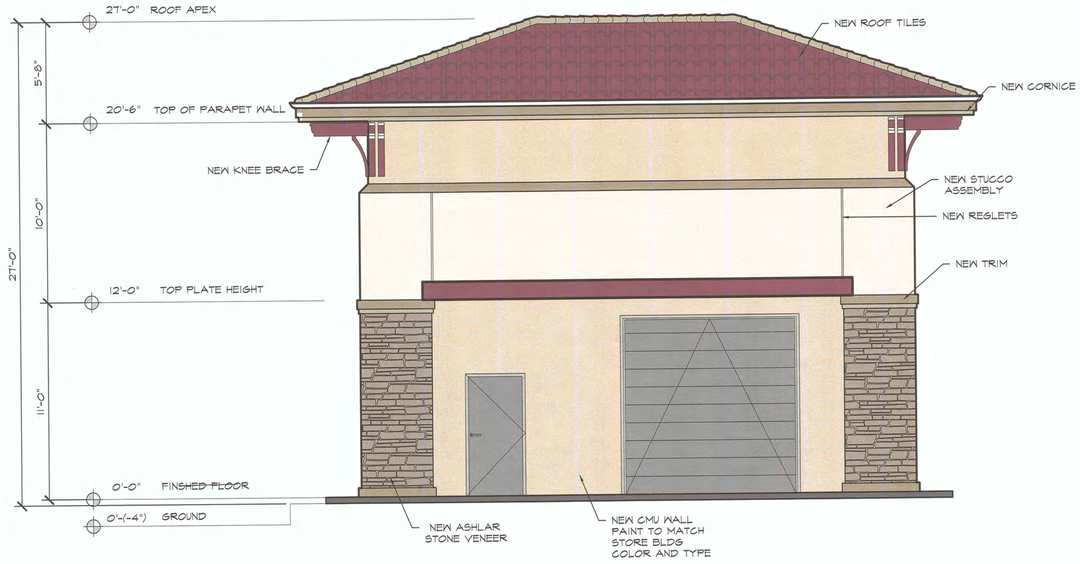
ELEVATIONS
STORE

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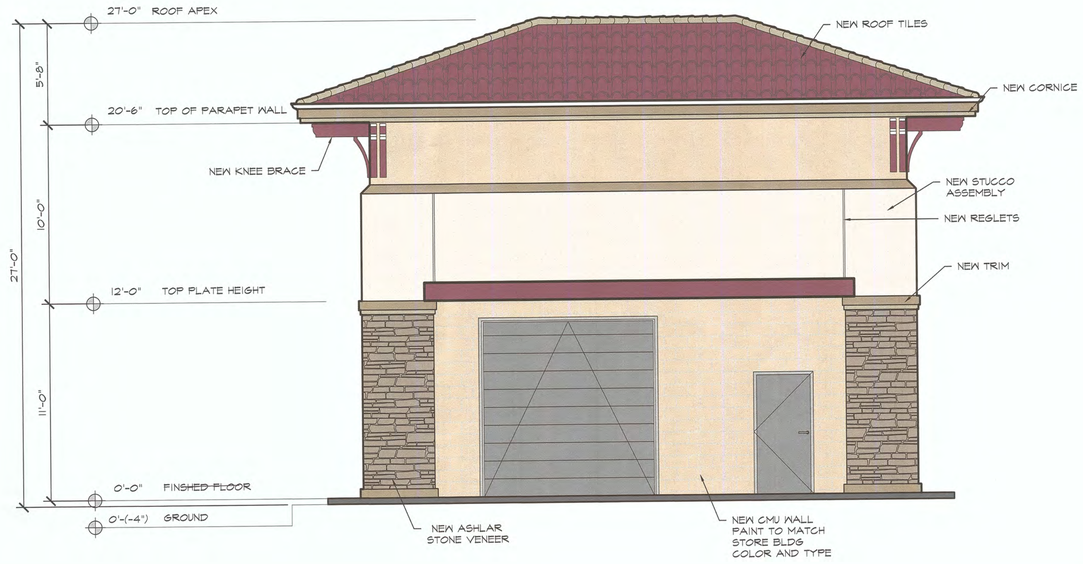
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WEST ELEVATION - FRONT | A

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



EAST ELEVATION - REAR | B

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

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PROJECT

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1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77029
Exp. 06-30-21
CIVIL
STATE OF CALIFORNIA

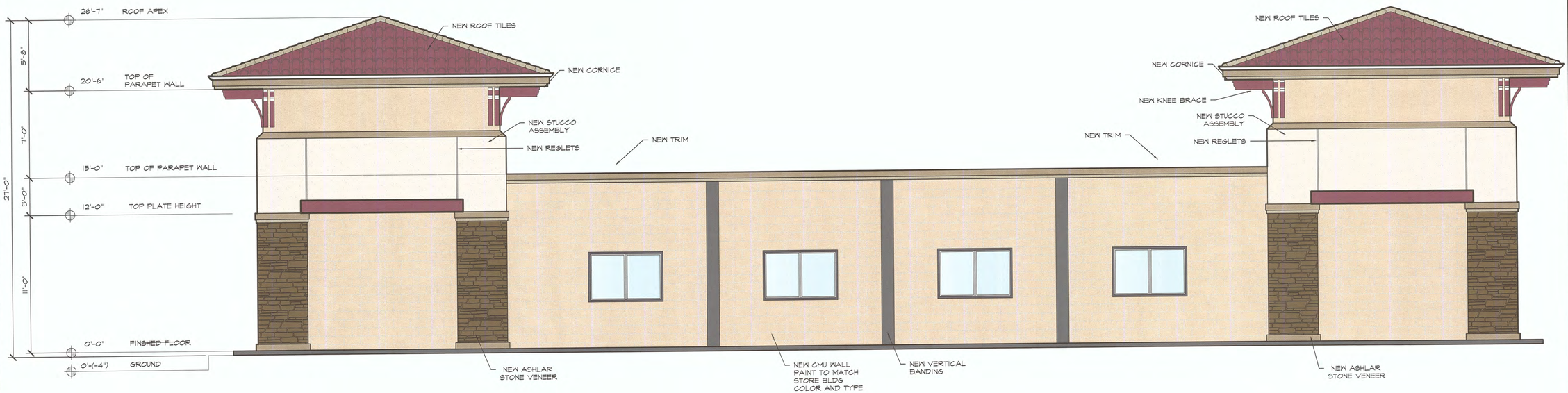
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ELEVATIONS
CARWASH

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DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

A3.2

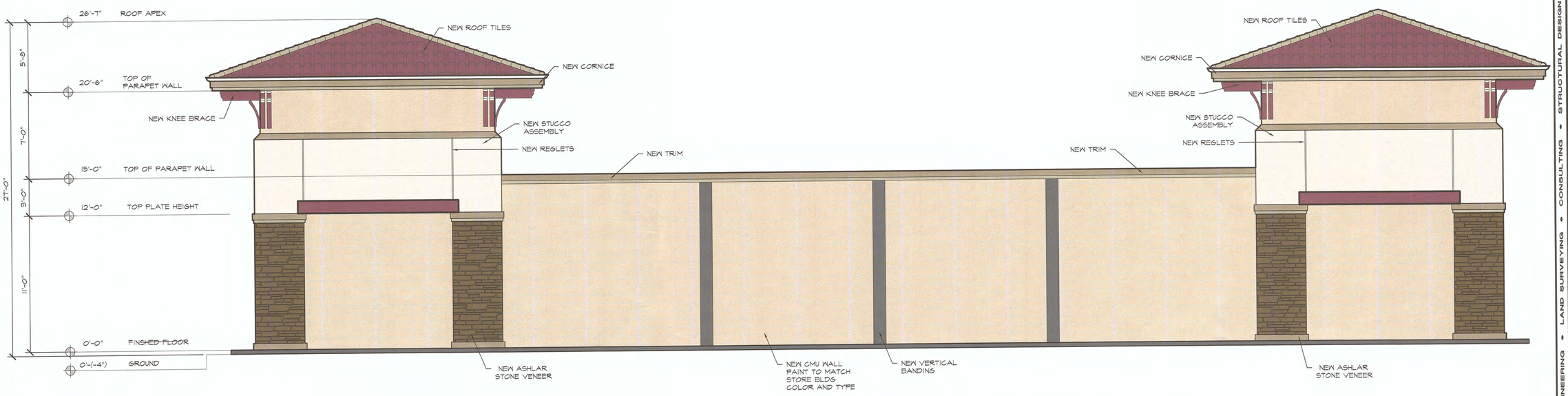
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SOUTH ELEVATION - RIGHT SIDE

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

C



NORTH ELEVATION - LEFT SIDE

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

D

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PROJECT

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1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77709
EXP. 06-30-21
CIVIL
STATE OF CALIFORNIA

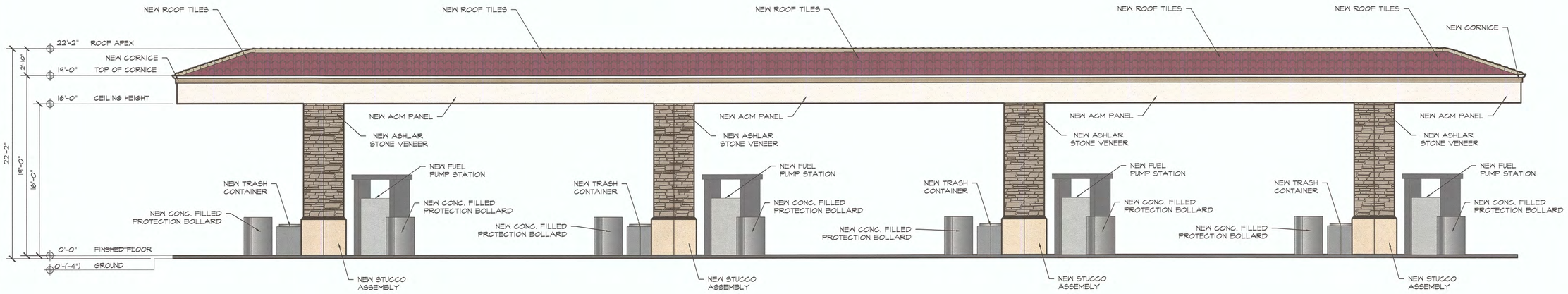
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ELEVATIONS
CARWASH

CVEAS JOB # :	16081
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PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

A3.3

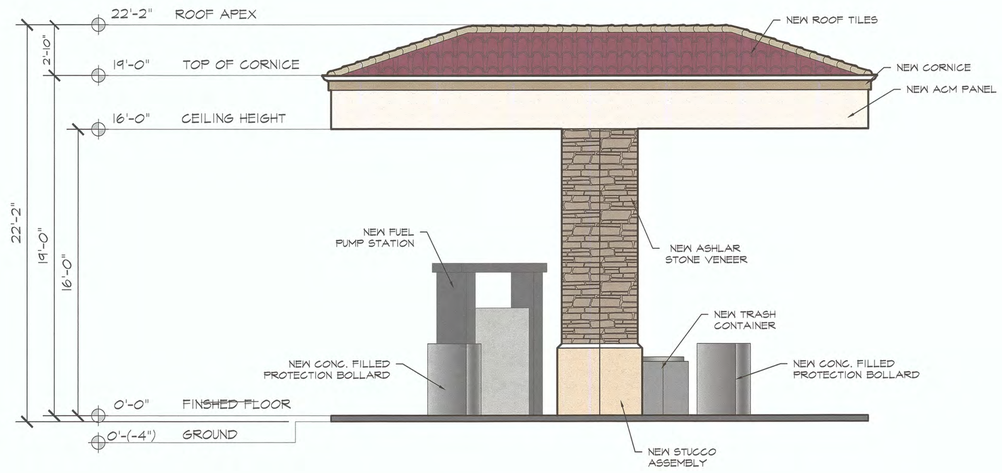
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SOUTH ELEVATION - FRONT

SCALE: 3/16"=1'-0"

A



EAST ELEVATION - SIDE

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

B

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PROJECT

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PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 72[illegible]
Exp. 06-30-21
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STATE OF CALIFORNIA

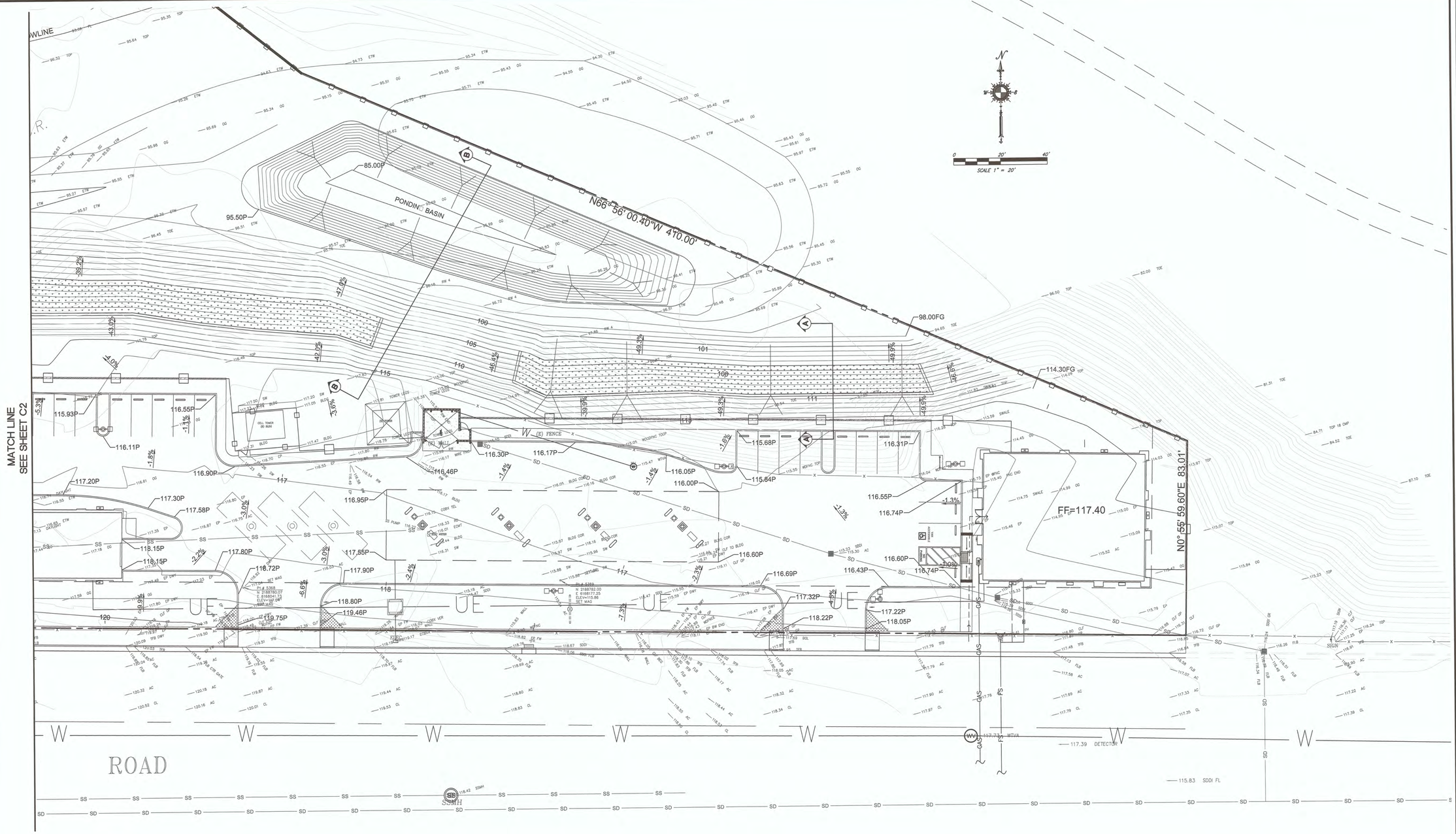
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ELEVATIONS
CANOPY

CVEAS JOB #:	16081
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PLAN CHECK SUBMITTAL #:	XX-XXXX
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SCALE:	AS NOTED

A3.4

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VICINITY MAP
NOT TO SCALE

CUT/FILL
CUT=7171 CUBIC YARDS
FILL=7171 CUBIC YARDS
NET CUT = 0.00 CUBIC YARDS

811
CALL UNDERGROUND
SERVICE ALERT U.S.A.
TOLL FREE 800 227-2600
48 HOURS
BEFORE EXCAVATING

ENGINEER'S CERTIFICATION
THIS PLAN WILL NOT IMPOSE A DRAINAGE, GRADING OR FLOODING HAZARD TO SURROUNDING PROPERTIES.

PETER MOUA, P.E.
LIC. NO. C61918

DATE

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PROJECT
C-STORE/GAS STATION CAR WASH
1625 S BUCHANAN ROAD
PITTSBURG, CA 94565

REVISIONS:	DATE:
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CVEAS JOB #:	16081
DATE:	10/29/18
DRAWN BY:	PM
CHECKED BY:	N/A

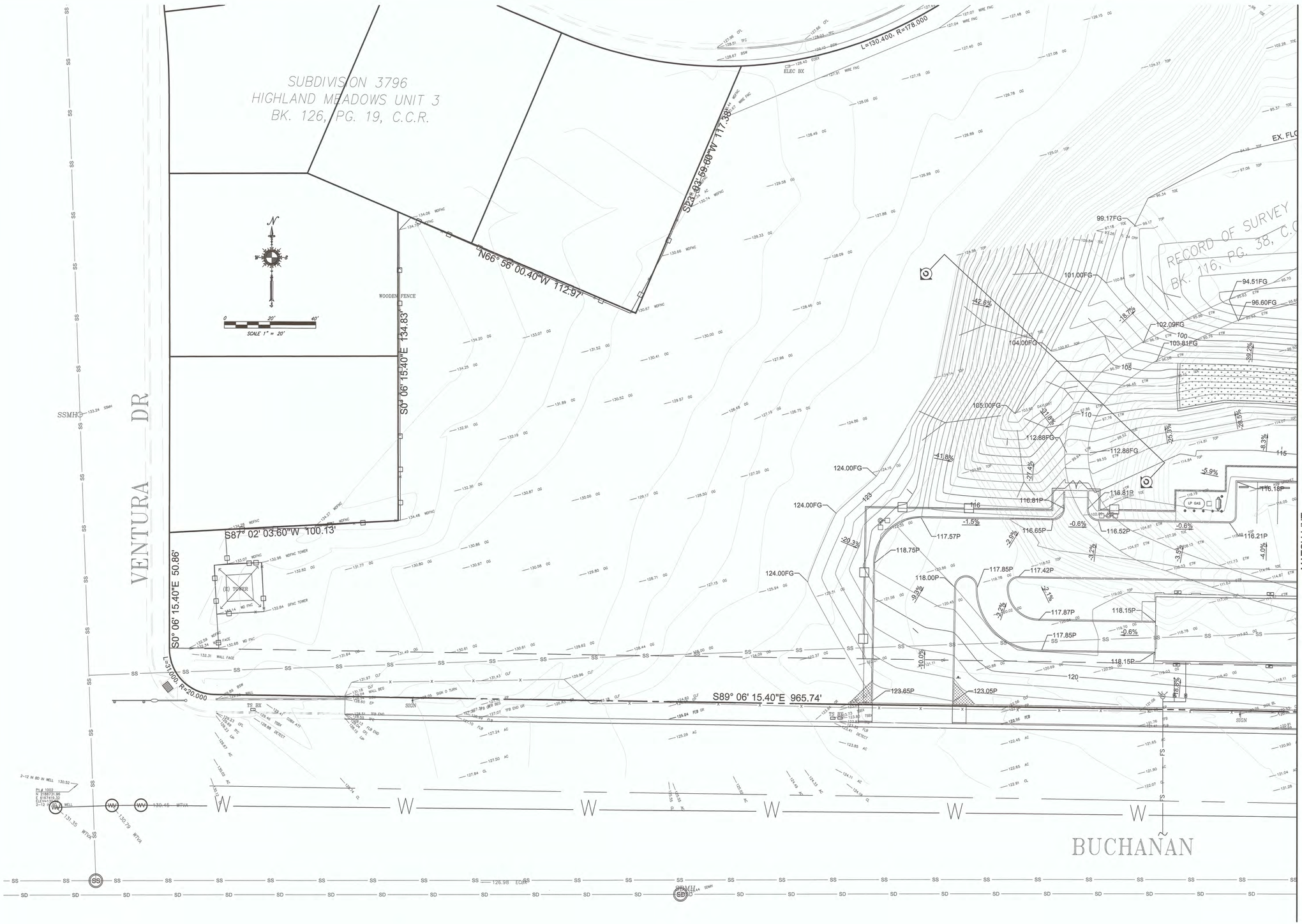
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PETER PAO MOUA
No. C61918
CIVIL
STATE OF CALIFORNIA

GRADING PLAN

C1

FILE LAST MODIFIED 12/14/2019

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DATE

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PROJECT

C-STORE/GAS STATION CAR WASH
1625 S BUCHANAN ROAD
PITTSBURG, CA 94565

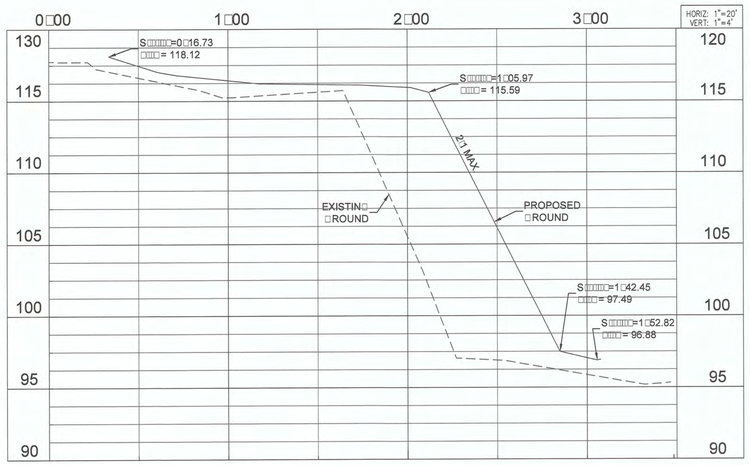
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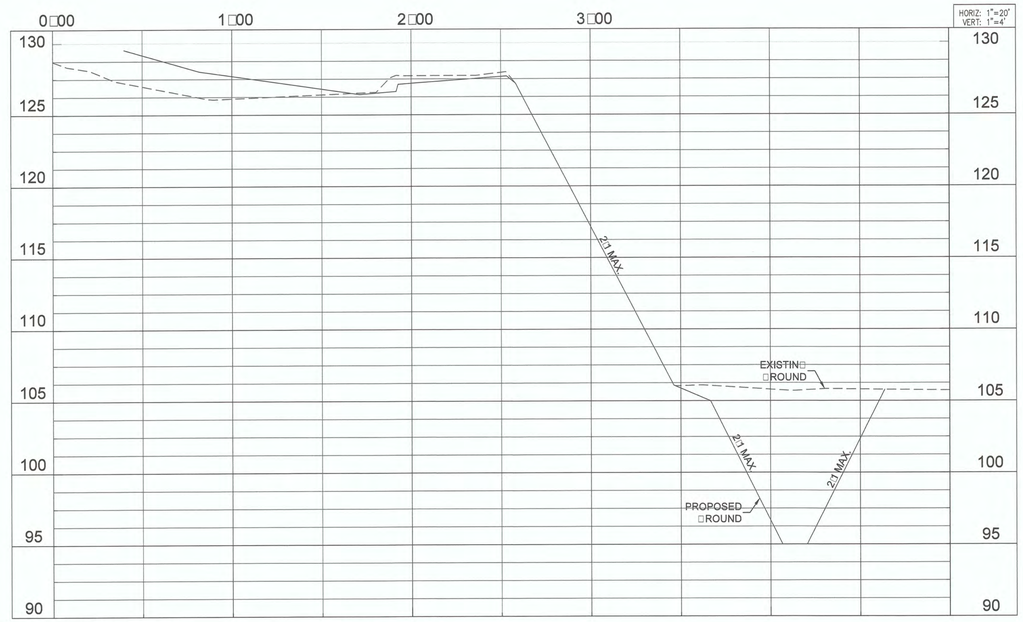
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CIVIL
STATE OF CALIFORNIA

GRADING PLAN

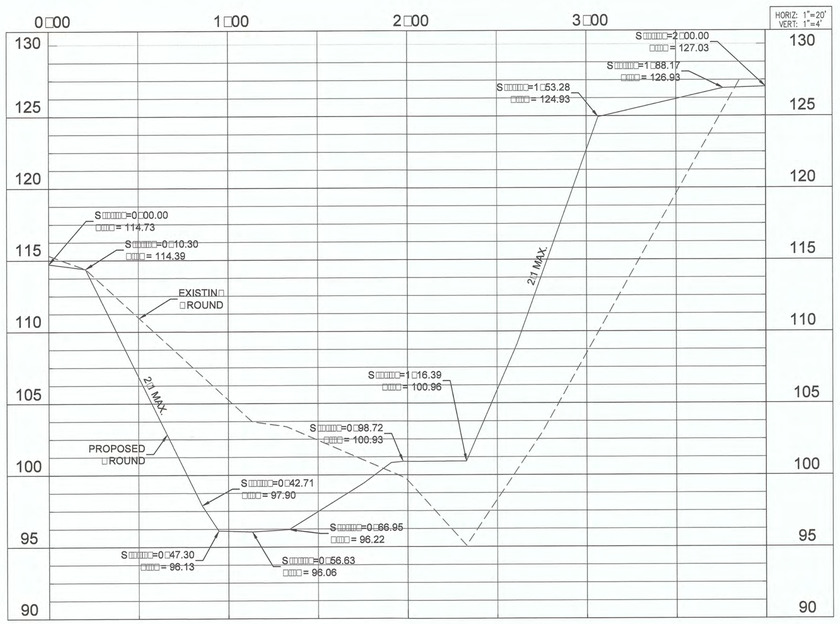
C2



SECTION A-A
NTS



SECTION B-B
NTS



SECTION C-C
NTS

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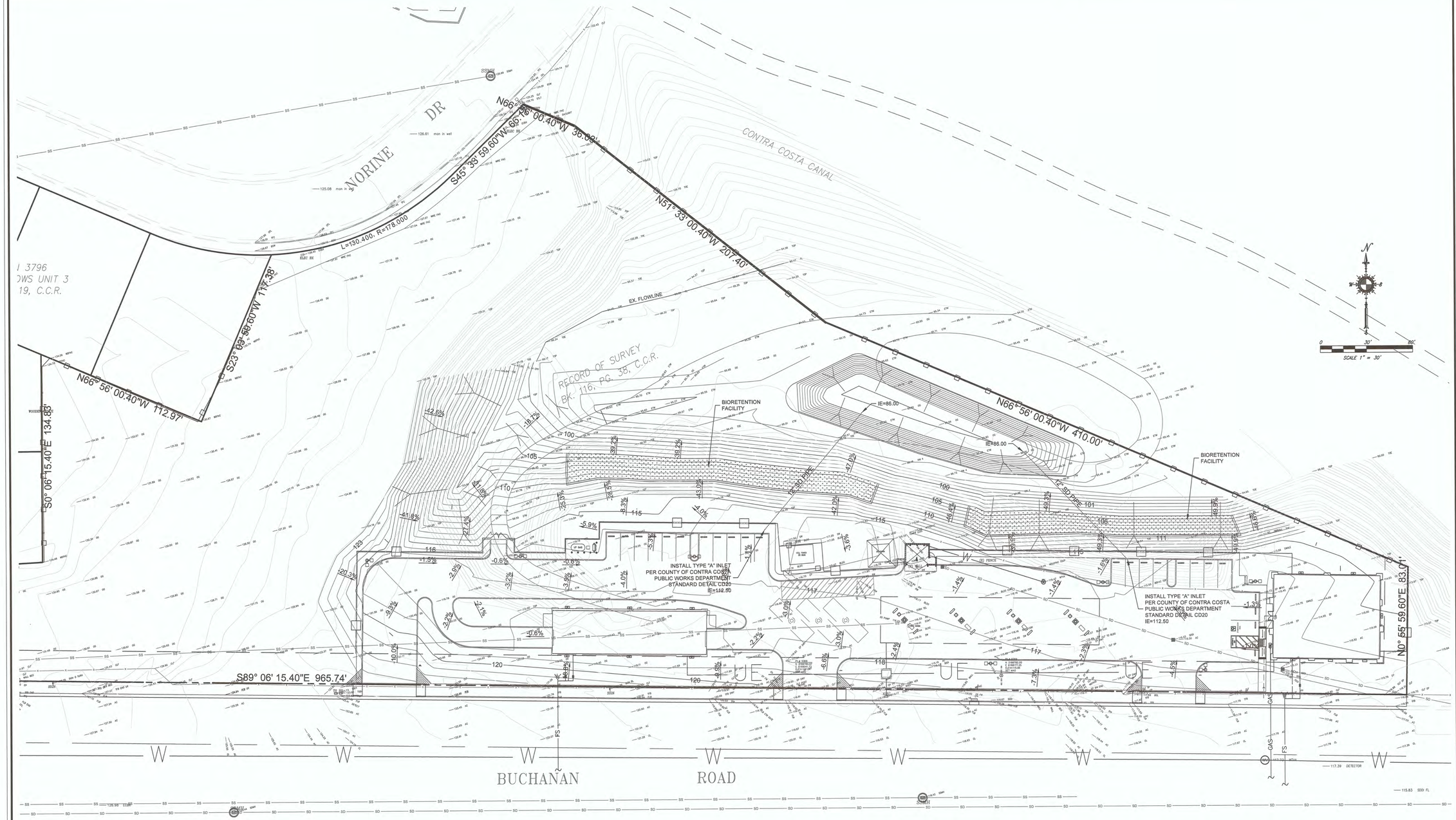
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No. C61918
CIVIL
STATE OF CALIFORNIA

GRADING PLAN

C3

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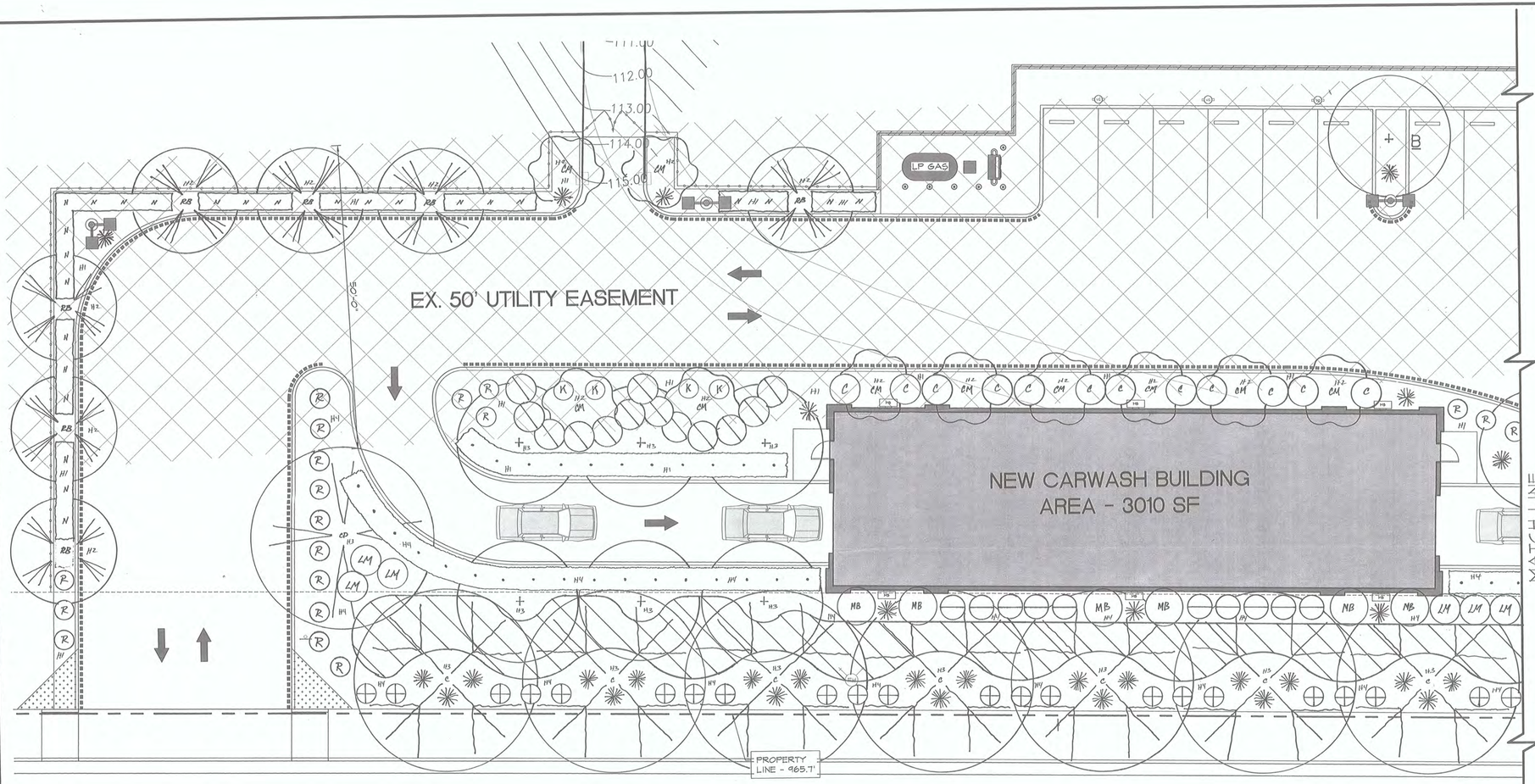
DRAINAGE PLAN

D1

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FILE LAST MODIFIED 12/14/2019

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NEW LANDSCAPE PLAN - PART A

SCALE: 1:10

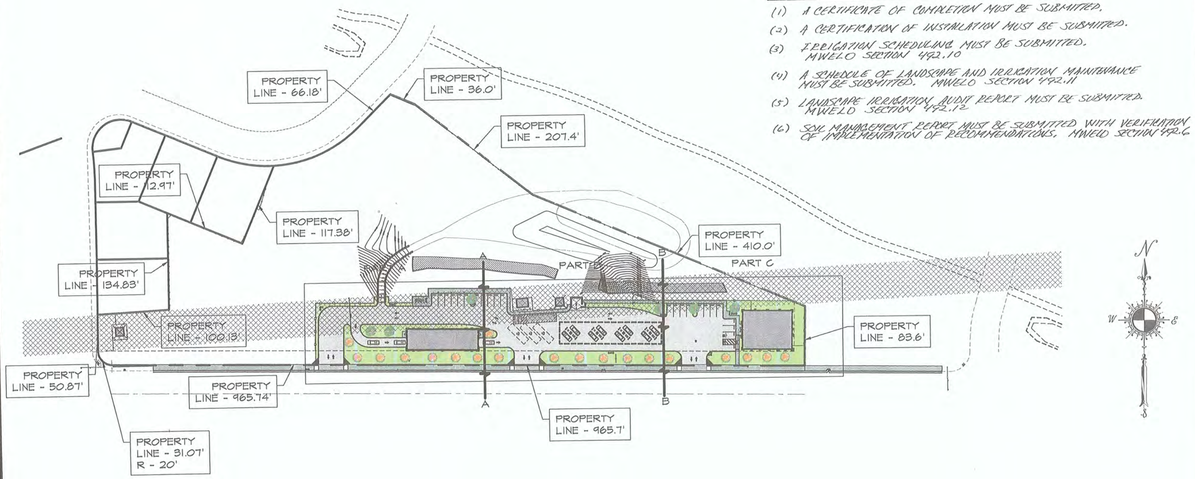
TREES

SYMBOL	SIZE	QUANTITY	DESCRIPTION
CP	15g	5	PISTACIA CHINENSIS 'KEITH DAVEY' STD. CHINESE PISTACHE DECIDUOUS, FALL COLOR, ORANGE-RED H 35' W 35' WUCOLS WATER RATING - LOW .3
C	15g	14	CELTIS OCCIDENTALIS STD. COMMON HACKBERRY DECIDUOUS, H 50' W 40' DROUGHT TOLERANT (NO SURFACE ROOTS) WUCOLS WATER RATING - LOW .3
CM	15g	16	LAGERSTROEMIA 'TUSCARORA' STD. CRAPE MYRTLE RED PINK CRAPE MYRTLE DECIDUOUS, H 20' W 15' RED PINK BLOOMS - SUMMER WUCOLS WATER RATING - LOW .3
+	15g	16	PRUNUS 'VARIEGATA' STD. FLOWERING PLUM WHITE BLOOMS - SPRING DECIDUOUS H 25' W 20' WUCOLS WATER RATING - LOW .3
RB	15g	11	CERCIS OCCIDENTALIS STD. WESTERN REDBUD MAGENTA BLOOMS - SPRING DECIDUOUS H 15' W 15' WUCOLS WATER RATING - LOW .3

SHRUBS

SYMBOL	SIZE	QUANTITY	DESCRIPTION
	5g	51	BACCHARIS PILULARIS 'TWIN PEAKS' DWARF COYOTE BRUSH LIGHT GREEN FOLIAGE EVERGREEN H 8"-3.5' W 6' WUCOLS WATER RATING - LOW .3
R	5g	51	RHAPHIOLEPIS UMBELLATA 'MINOR' DWARF YEDDO HAWTHORN WHITE BLOOMS - LATE WINTER EVERGREEN H 4'-5' W 5'-6' WUCOLS WATER RATING - LOW .3
	5g	16	LANTANA DENTATA 'GOSHEN CREEK' TRAILING LANTANA VIOLET-BLUE BLOOMS - SPRING TO FALL EVERGREEN H 2'-3' W 3'-4' WUCOLS WATER RATING - LOW .3
K	1g	16	KNIPHOFIA UVARIA RED HOT POKER BRIGHT TO RED BLOOMS - SUMMER EVERGREEN H 3' W 3' WUCOLS WATER RATING - LOW .3
C	5g	12	EUONYMUS FORTUNEI 'COLORATA' PURPLE LEAF WINTER CREEPER PURPLE FOLIAGE EVERGREEN H 2' W 6'-8' WUCOLS WATER RATING - LOW .3
	1g	61	DIETES BICOLOR FORTNIGHT LILY YELLOW BLOOMS - SPRING TO FALL EVERGREEN H 3' W 3' WUCOLS WATER RATING - LOW .3
	5g	64	CALLISTEMON VIMINALIS 'LITTLE JOHN' DWARF BOTTLEBRUSH RED BLOOMS - FALL TO SPRING EVERGREEN H 3' W 3' WUCOLS WATER RATING - LOW .3
LM	5g	17	LANTANA MONTEVIDENSIS PURPLE TRAILING LANTANA PURPLE BLOOMS - MOST OF THE YEAR SEMI-EVERGREEN H 2'-3' W 6'+ WUCOLS WATER RATING - LOW .3
	5g	64	LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' RANGER - LEAF TEXAS RANGER YELLOW BLOOMS - SUMMER EVERGREEN H 6'-8' W 6'-8' WUCOLS WATER RATING - LOW .3
N	5g	42	NERIUM OLEANDER 'RED' BUSH RED OLEANDER RED BLOOMS - SPRING TO FALL EVERGREEN H 8'-12' W 8'-12' WUCOLS WATER RATING - LOW .3
MB	5g	10	RUMOHRA ELEGANS 'MAJESTIC BEAUTY' FERN MAJESTIC BEAUTY WHITE BLOOMS - LATE WINTER, EARLY SPRING EVERGREEN H 30' W 8'-10' WUCOLS WATER RATING - LOW .3

* ALL PLANT AND TREE QUANTITIES LISTED ARE FOR CONVENIENCE ONLY IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL QUANTITIES SHOWN



NEW OVERALL LANDSCAPE PLAN

SCALE: 1:100

UPON COMPLETION OF PROJECT

(1) A CERTIFICATE OF COMPLETION MUST BE SUBMITTED.
(2) A CERTIFICATION OF INSTALLATION MUST BE SUBMITTED.
(3) IRRIGATION SCHEDULING MUST BE SUBMITTED. MWELO SECTION 492.10
(4) A SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE MUST BE SUBMITTED. MWELO SECTION 492.11
(5) LANDSCAPE IRRIGATION AUDIT REPORT MUST BE SUBMITTED. MWELO SECTION 492.12
(6) SOIL MANAGEMENT REPORT MUST BE SUBMITTED, WITH VERIFICATION OF IMPLEMENTATION OF RECOMMENDATIONS. MWELO SECTION 492.6

TOTAL LANDSCAPE AREA = 18,398 SF

MAXIMUM APPLIED WATER ALLOWANCE: MAWA = 232,679.27 GPY, 12.64 HCFY

ESTIMATED TOTAL WATER USE: ETWU = 111,556.29 GPY, 6,256.09 HCFY

ESTIMATED TOTAL WATER USE FROM IRRIGATION SCHEDULE = 146,672.0 GPY, 195.28 HCFY

* FOR COMPLETE WATER EFFICIENT LANDSCAPE AND LANDSCAPE DOCUMENTATION PACKAGE.

SHADING REQUIREMENTS

PAVED AREA	=	27,804 SF
CERCIS OCCIDENTALIS 11 @ W 15'	=	2794 SF
PRUNUS CERASIFERA 2 @ W 15'	=	1922 SF
LAGERSTROEMIA H 35' W 35'	=	1760 SF
CELTIS OCCIDENTALIS 2 @ W 15'	=	1922 SF
PISTACIA CHINENSIS H 35' W 35'	=	4396 SF
DESIRED SHADING 14 @ 314 SF	=	TOTAL 13,791 SF (49.6% = 13,789 SF)

DRAINAGE AREAS

OPTION #1 - A THREE INCH (3") LAYER OF DECOMPOSED GRANITE TO BE INSTALLED IN ALL DRAINAGE AREAS. A LANDSCAPE FABRIC TO BE APPLIED BEFORE APPLICATION OF DECOMPOSED GRANITE.

OPTION #2 - A MIXTURE OF 3"-4" COBBLE STONE WITH SAND BETWEEN STONES TO AID IN STABILIZING STONES. MINIMUM 1" SAND BETWEEN COBBLE STONES. A LANDSCAPE FABRIC TO BE APPLIED BEFORE APPLICATION OF SAND AND COBBLE STONES.

DRAINAGE AREAS TO BE BORDERED BY 1" X 4" BEND-A-BOARD RECYCLED PLASTIC LANDSCAPE EDGING. STAKE AT 4' INTERVALS.

STATEMENT

I HAVE COMPLIED WITH THE CRITERIA OF THE MWELO WATER EFFICIENT LANDSCAPE ORDINANCE AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THIS LANDSCAPE DESIGN PLAN

LANDSCAPE NOTES

(1) ALL LANDSCAPE AREAS TO RECEIVE A THREE INCH (3") LAYER OF DECORATIVE BARK. A PROVIDED PRODUCT MUST BE UTILIZED WITH MINIMUM 3" MINIMUM SAMPLE OF DECORATIVE BARK, TO BE SUBMITTED TO OWNER FOR APPROVAL, BEFORE ANY APPLICATION WILL BE ALLOWED.
(2) A SOIL MANAGEMENT REPORT WITH RECOMMENDATIONS AS REQUIRED. RECOMMENDATIONS ARE TO BE APPLIED DURING SOIL PREPARATION. COMPLY WITH MWELO 492.5
(3) PRUNE LEUCOPHYLLUM FRUTESCENS HEDGE TO A HEIGHT OF FORTY EIGHT INCHES. (48")
(4) CELTIS OCCIDENTALIS TO RECEIVE ROOT BARRIERS. DEEP ROOT UB-24-2 UNIVERSAL BARRIER. (OR AN APPROVED EQUAL) MINIMUM THIRTY SIX INCHES (36") IN DIAMETER.
(5) SEE LANDSCAPE DOCUMENTATION PACKAGE.
(6) SEE LANDSCAPE DETAILS.
(7) SEE LANDSCAPE SPECIFICATIONS
(8) TREES WITH A (B) SYMBOL NEXT TO THEM TO BE PLANTED A MINIMUM OF FIVE FEET (5') FROM HARDSCAPE, ROOT BARRIER TO BE DEEP ROOT UB-24-2 UNIVERSAL BARRIER. (OR AN APPROVED EQUAL)

HYDROZONES

H1	1755 SQ'	SHRUBS	.3
H2	289 SQ'	TREES	.3
H3	324 SQ'	TREES	.3
H4	3077 SQ'	SHRUBS	.3/.5
H5	1956 SQ'	SHRUBS	.3/.5
H6	576 SQ'	TREES	.3/.5
H7	699 SQ'	SHRUBS	.3/.5
H8	2005 SQ'	SHRUBS	.3/.5
H9	2490 SQ'	SHRUBS	.3/.5
H10	1232 SQ'	TREES	.3/.5

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PROJECT
C-STORE GAS STATION AND CAR WASH
1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER RICARDO LEAL No. C 77020 REN. 06-30-21 CIVIL STATE OF CALIFORNIA

Revisions:	Date:
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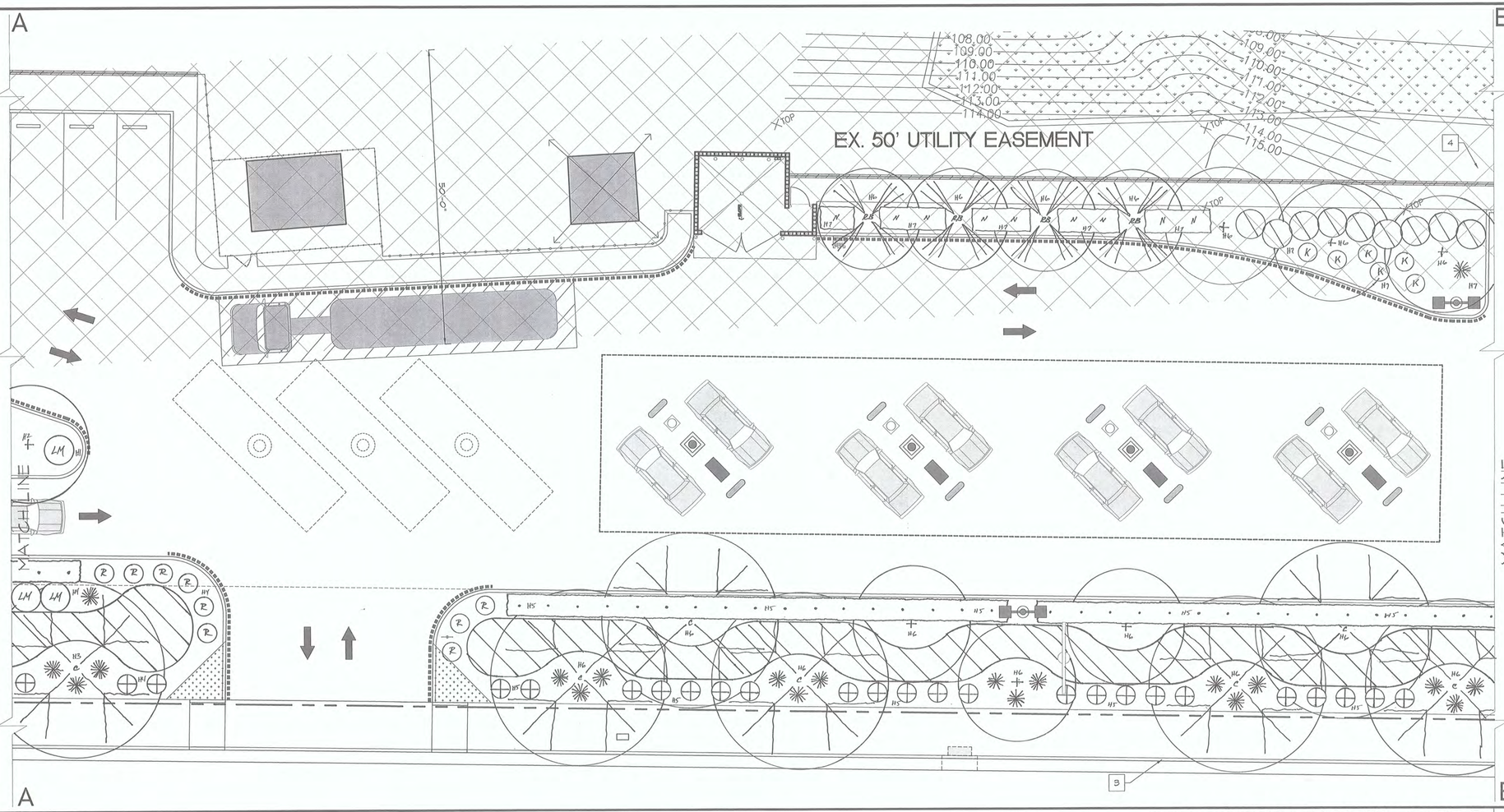
NEW LANDSCAPE PLAN - PART A

CVEAS JOB # :	16081
DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

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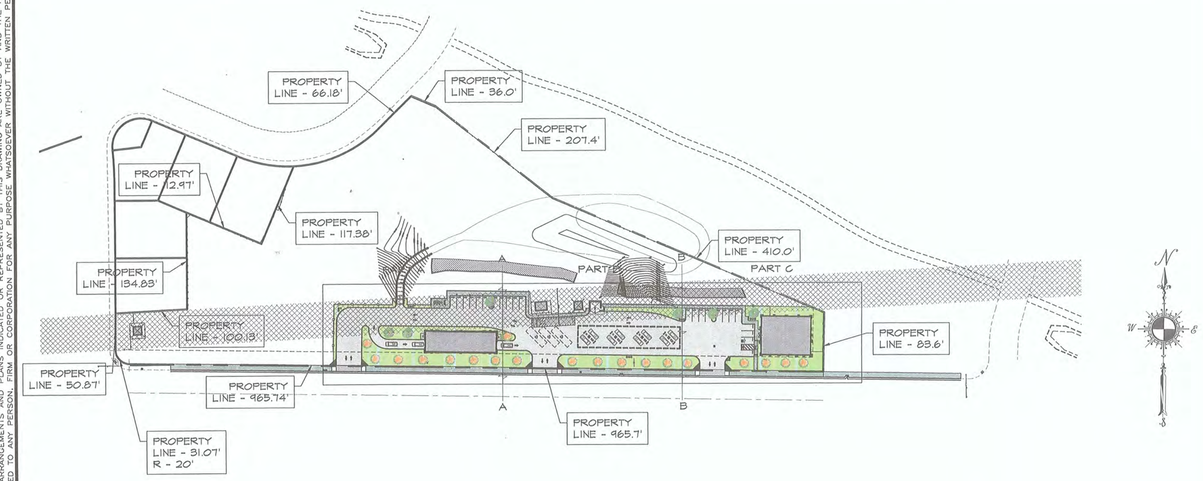
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NEW LANDSCAPE PLAN - PART B

SCALE: 1:10



NEW OVERALL LANDSCAPE PLAN

SCALE: 1:100

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1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

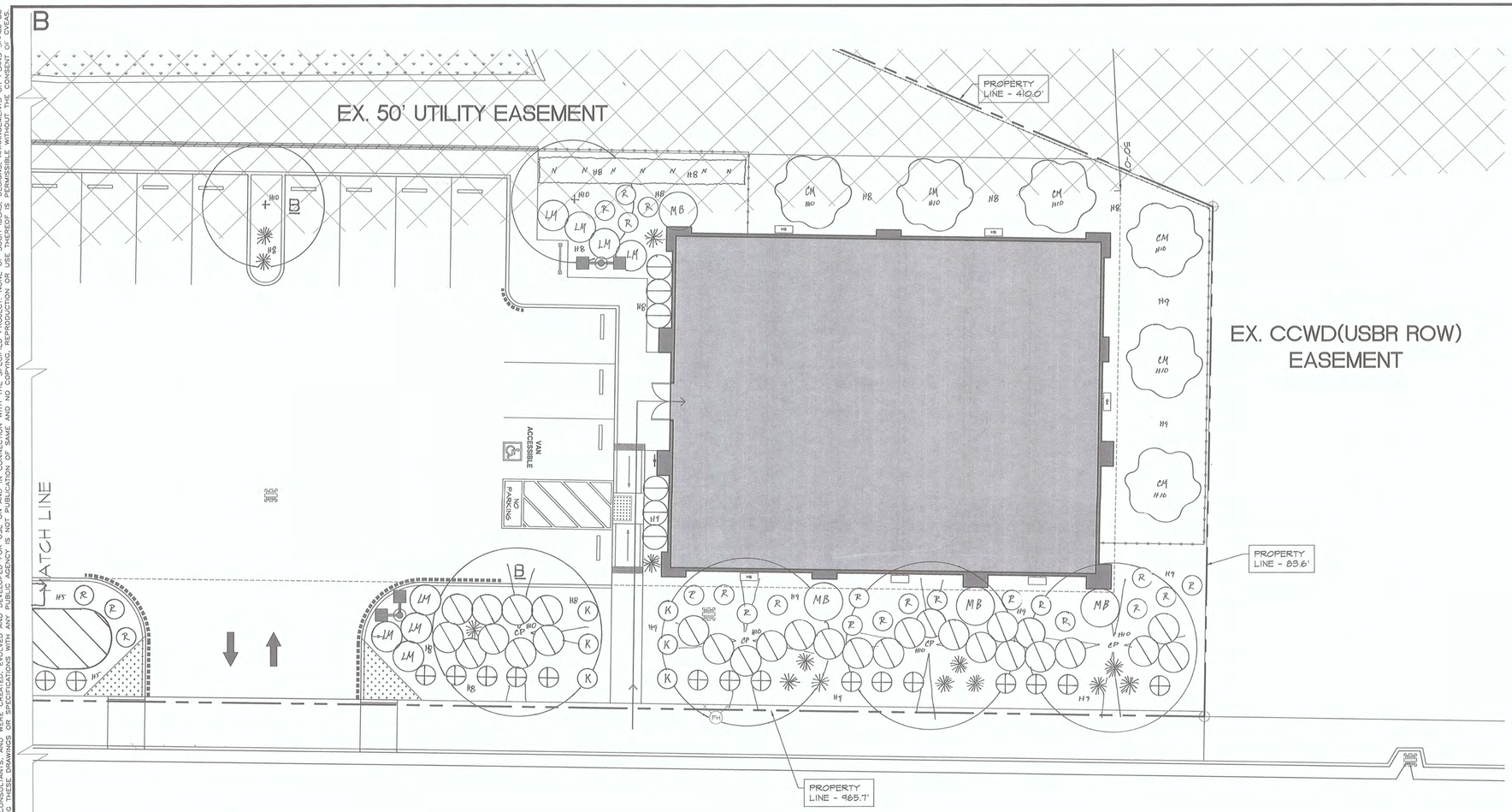
REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77824
Exp. 06-30-21
CIVIL
STATE OF CALIFORNIA

Revisions:	Date:
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NEW LANDSCAPE PLAN - PART B

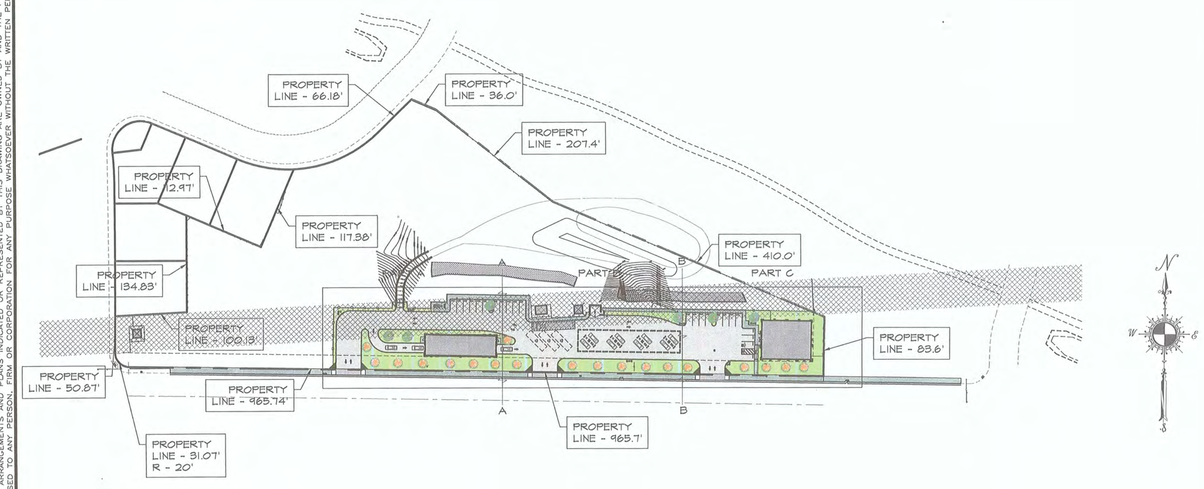
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DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
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SCALE:	AS NOTED

L1.2



NEW LANDSCAPE PLAN - PART C

SCALE: 1:10



NEW OVERALL LANDSCAPE PLAN

SCALE: 1:100

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REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77026
11-6-2018
CIVIL
STATE OF CALIFORNIA

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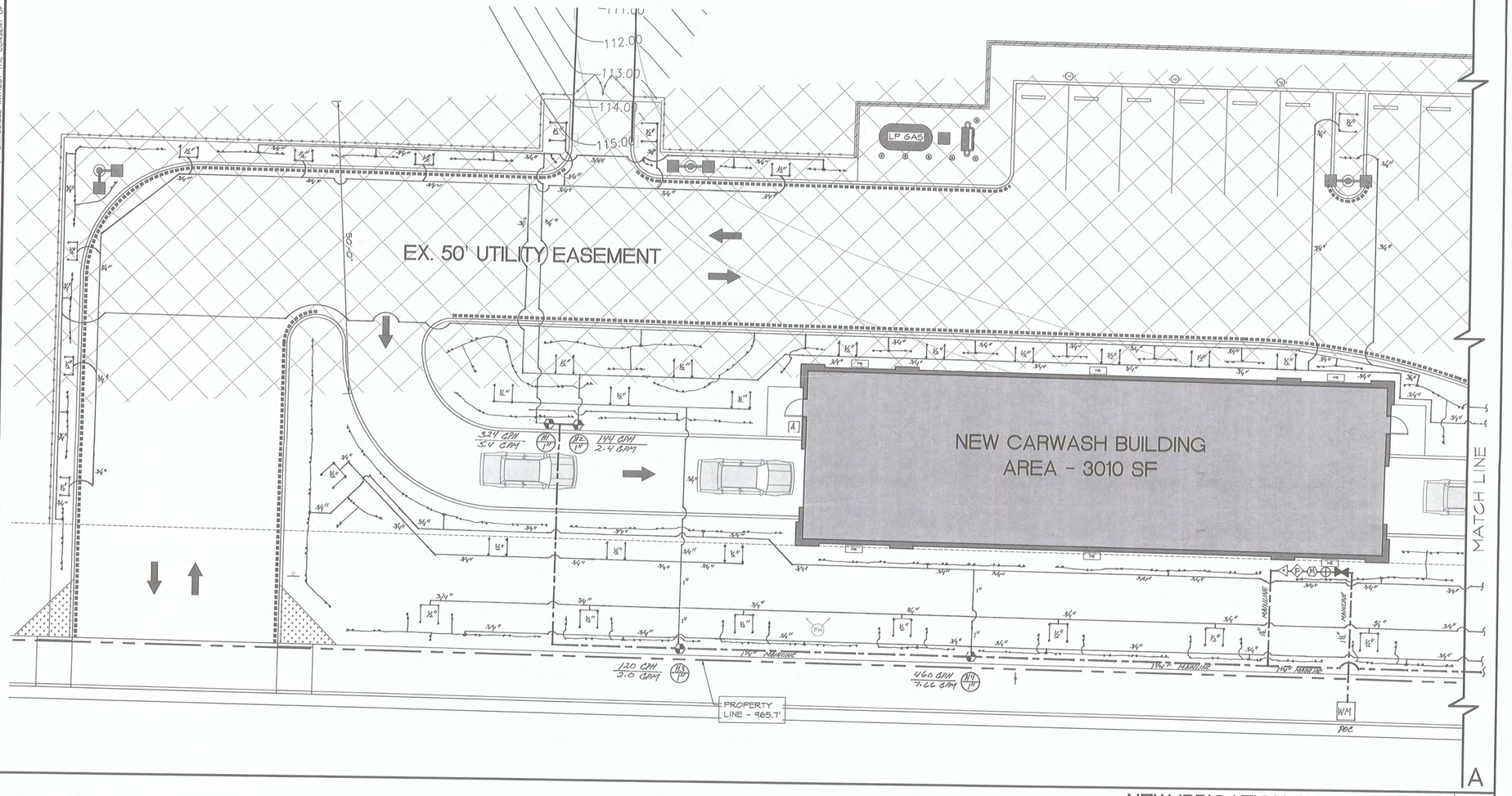
NEW LANDSCAPE PLAN - PART C

CVEAS JOB #:	16081
DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

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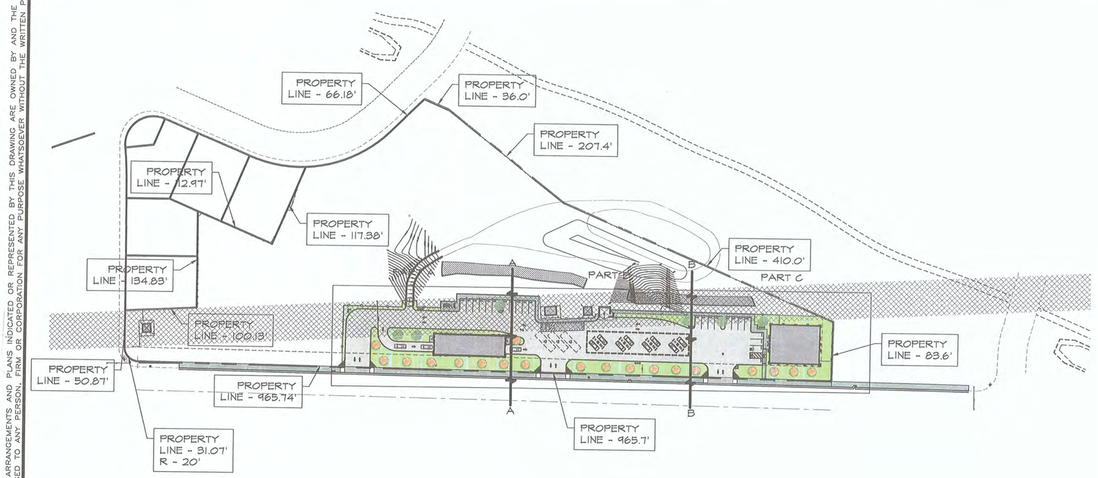
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NEW IRRIGATION PLAN - PART A

SCALE: 1:10



NEW OVERALL IRRIGATION PLAN

SCALE: 1:100

TOTAL LANDSCAPE AREA = 18,398 sq'

MAXIMUM APPLIED WATER ALLOWANCE

232,973.87 GPY
311.96 HCFPY

ESTIMATED TOTAL WATER USE

191,656.39 GPY
256.09 HCFPY

ESTIMATED TOTAL WATER USE FROM IRRIGATION SCHEDULE

146,072.0 GPY
195.28 HCFPY

* FOR COMPLETE WATER EFFICIENT CALCULATIONS, SEE LANDSCAPE DOCUMENTATION PACKAGE.

PLAN DATES

H1	324 GPH	5.4 GPM	SHRUBS	.3
H2	144 GPH	2.4 GPM	TREES	.3
H3	120 GPH	2.0 GPM	TREES	.3
H4	460 GPH	7.66 GPM	SHRUBS	.3
H5	312 GPH	5.2 GPM	SHRUBS	.3
H6	128 GPH	2.13 GPM	TREES	.3
H7	96 GPH	1.6 GPM	SHRUBS	.3
H8	172 GPH	2.86 GPM	SHRUBS	.3
H9	260 GPH	4.33 GPM	SHRUBS	.3
H10	96 GPH	1.6 GPM	TREES	.3

STATEMENT

I HAVE COMPLIED WITH THE CRITERIA OF THE MWELO WATER EFFICIENT LANDSCAPE ORDINANCE AND APPLIED THEM ACCURATELY FOR THE EFFICIENT USE OF WATER IN THIS IRRIGATION DESIGN PLAN.

IRRIGATION

SYMBOL	DESCRIPTION
POC	POINT OF CONNECTION
WM	1½" WATER METER - MANUFACTURER TO BE APPROVED BY THE CITY OF PITTSBURG
	1½" FEBCO 825Y BACKFLOW PREVENTER ASSEMBLY WITH PROTECTIVE CAGE AND WEATHER BLANKET.
M	IRITROL 1½" 100 SERIES MASTER VALVE. LOCATE MASTER VALVE IN AN APPROVED RECTANGULAR VALVE BOX.
F	IRRITROL FLOW SENSOR, FS-10. OPERATING RANGE - 3.0 GPM - 52 GPM LOCATE FLOW SENSOR IN AN APPROVED RECTANGULAR VALVE BOX.
	1½" 'Y' FILTER. AQUA-USE BRAND 3/4IN CLEAN 'Y' FILTER (OR AN APPROVED EQUAL) FILTER ASSEMBLY TO HAVE PROTECTIVE CAGE AND WEATHER BLANKET.
	IRRITROL 100 SERIES CONTROL VALVES WITH PRESSURE REGULATORS. SIZE AS NOTED. ONE VALVE PER VALVE BOX.
	YELI (RAINBIRD) XBT EMITTER HEADS WITH ½" FPT INLET. EMITTERS NEED TO BE MOUNTED ON 'CV' SCHEDULE 40 PVC RISER WITH 3 BARBED ½"x12" SWING JOINT ASSEMBLY. TARGET TO RECEIVE TOTAL OF (4) XBT EMITTERS WITH 2 GPH ASSEMBLIES. SEE IRRIGATION DETAILS.
	RAINBIRD ½" DRIP IRRIGATION DISTRIBUTION TUBING WITH RAINBIRD 1.2 GPH BUTTON EMITTERS. TWO (2) 1.2 GPH EMITTERS PER SHRUB.
	SCHEDULE 40 PVC MAINLINE PIPING. SIZE AS NOTED.
	SCHEDULE 40 PVC LATERAL LINE PIPING. SIZE AS NOTED.
A B	IRRITROL MC 4E AUTOMATIC CONTROLLER (A) IRRITROL MC 6E AUTOMATIC CONTROLLER (B) CONTROLLERS TO HAVE ICENTRIC CC-100 WIRELESS CLIMATE LOGIC KITS.
H1 / 1"	VALVE IDENTIFICATION NUMBER. VALVE SIZE

IRRIGATION NOTES

(1) IRRIGATION DESIGN PLANS ARE DRAWN DIAGRAMMATICALLY. LOCATE ALL EQUIPMENT, VALVES, & PIPING IN LANDSCAPE PLANTING AREAS WHERE POSSIBLE. WHERE PIPING UNDER PAVED AREAS IS UNAVOIDABLE, KEEP MAINLINE PIPING A MINIMUM OF TEN FEET (10') FROM TREES.

(2) SEE LANDSCAPE DOCUMENTATION PACKAGE.

(3) SEE IRRIGATION DETAILS.

(4) SEE IRRIGATION SPECIFICATIONS

(5) ANCHOR DRIP IRRIGATION DISTRIBUTION TUBING AT TEN FOOT (10') INTERVALS.

(6) AT THE ENDS OF THE DRIP IRRIGATION TUBING INSTALL FIGURE EIGHT CLOSURES.

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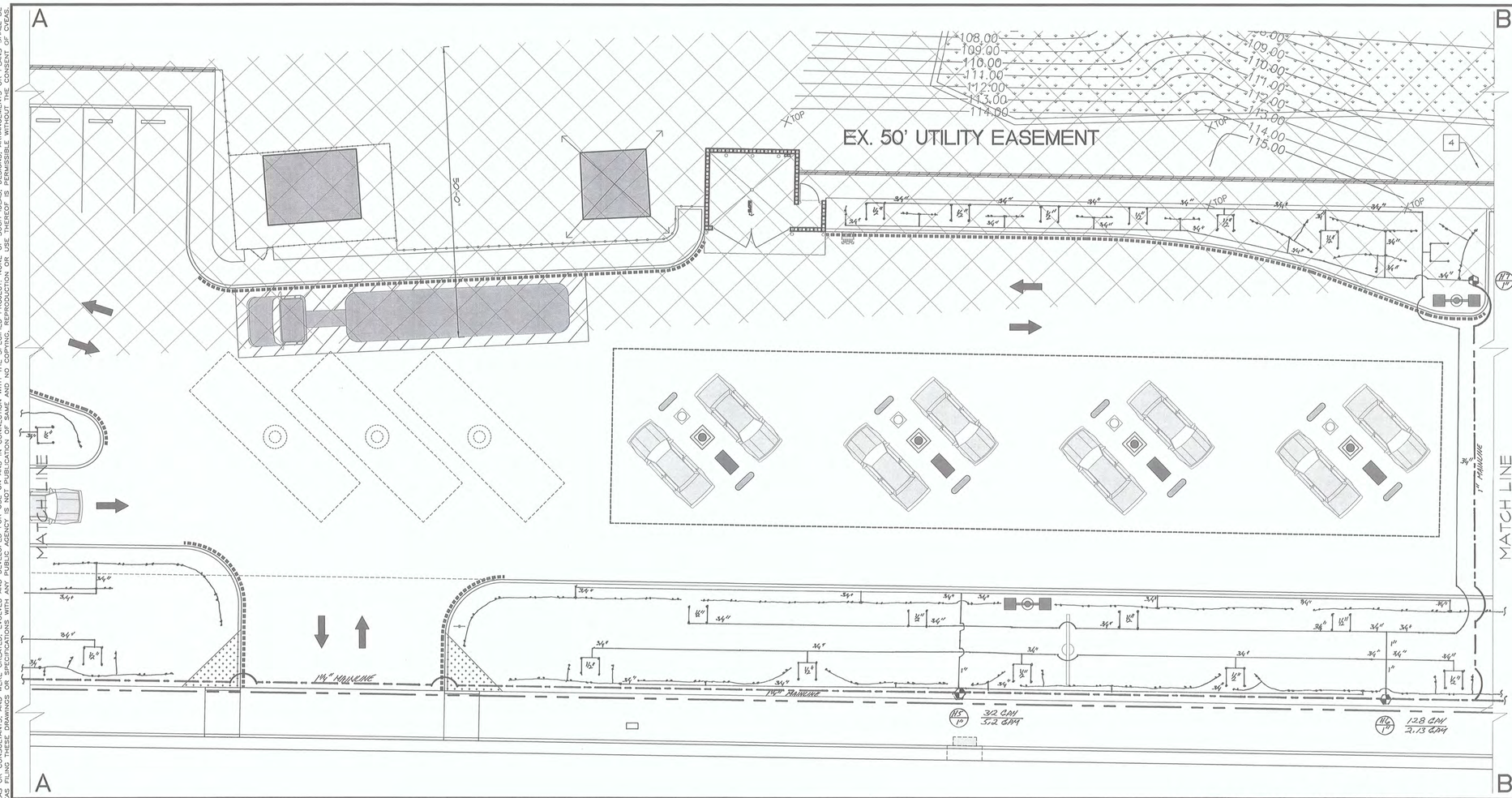
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NEW IRRIGATION PLAN - PART A

CVEAS JOB #: 16081
DATE: 11-6-2018
PLANNING SUBMITTAL #: AP-16-1189
PLAN CHECK SUBMITTAL #: XX-XXXX
DRAWN BY: AN, ME, KX
CHECKED BY: RL
SCALE: AS NOTED

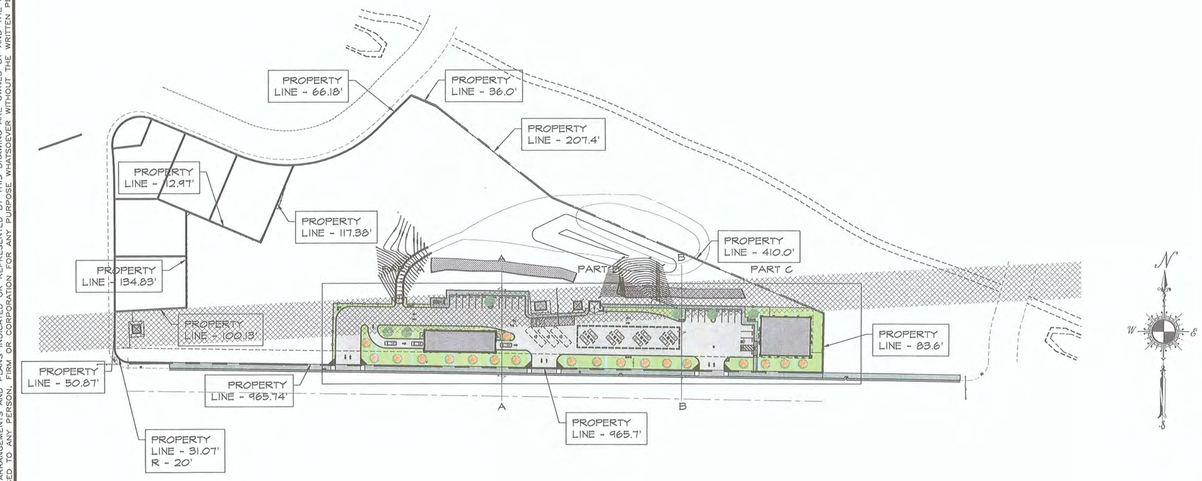
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NEW IRRIGATION PLAN - PART B

SCALE: 1:10



NEW OVERALL IRRIGATION PLAN

SCALE: 1:100

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2 ---	---
3 ---	---

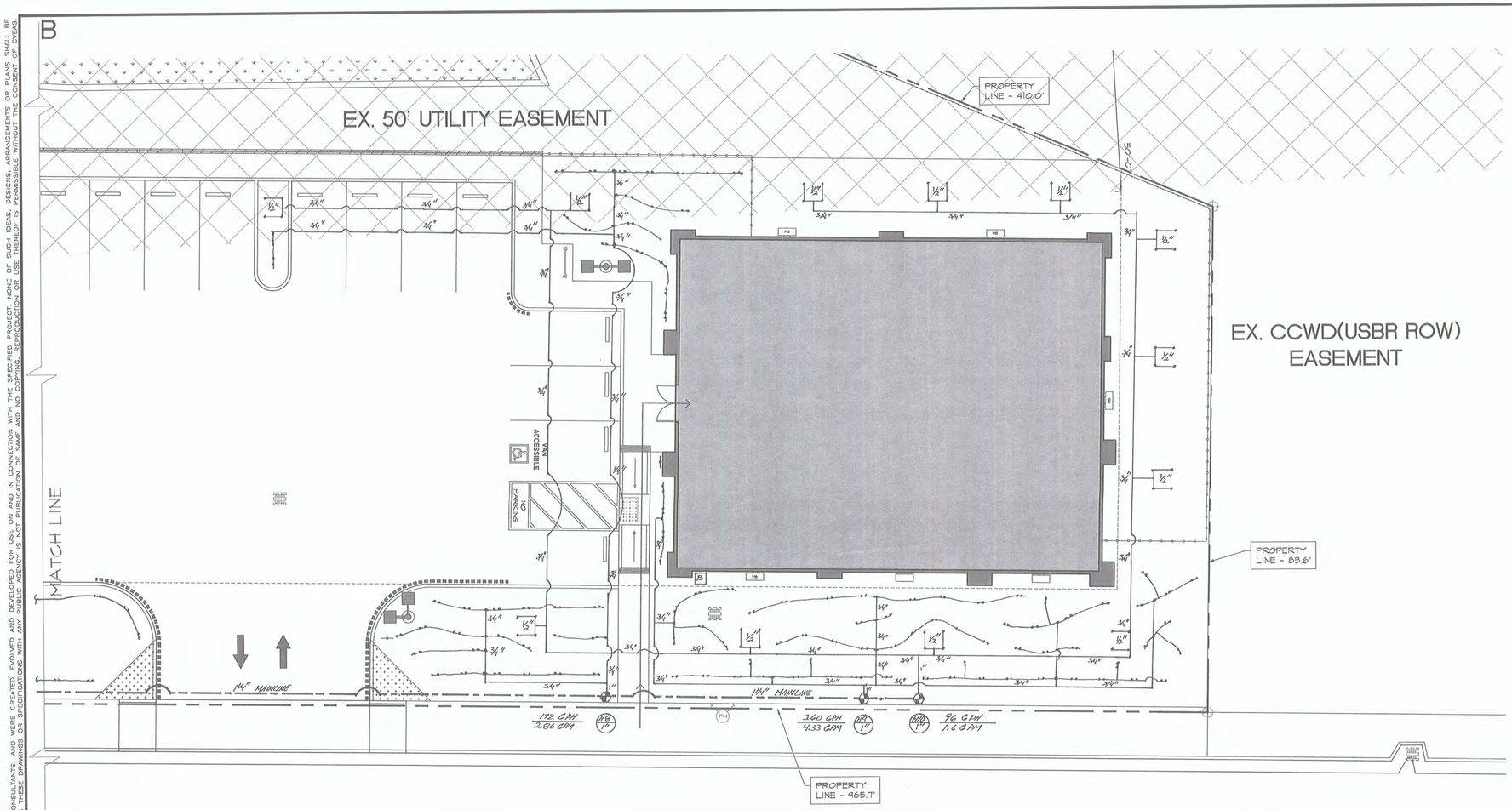
NEW IRRIGATION PLAN - PART B

CVEAS JOB # :	16081
DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

L2.2

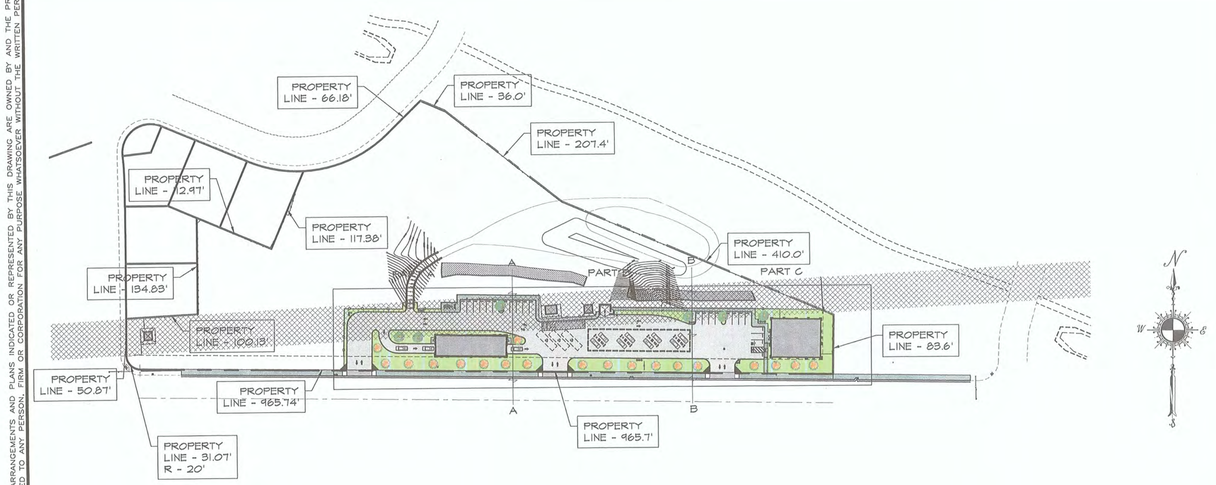
CIVIL ENGINEERING • LAND SURVEYING • CONSULTING • STRUCTURAL DESIGN • ARCHITECTURAL DRAFTING • COMMERCIAL & RESIDENTIAL BUILDING DESIGN • PLANNING & PROJECT MANAGEMENT

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF CVEAS OR CONSULTANTS, AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CVEAS FILING THESE DRAWINGS OR SPECIFICATIONS WITH ANY PUBLIC AGENCY IS NOT PUBLICATION OF SAME AND NO COPYING, REPRODUCTION OR USE THEREOF IS PERMISSIBLE WITHOUT THE CONSENT OF CVEAS



NEW IRRIGATION PLAN - PART C

SCALE: 1:10



NEW OVERALL IRRIGATION PLAN

SCALE: 1:100

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WWW.CVEAS.COM Email: info@cveas.com

PROJECT
C-STORE GAS STATION AND CAR WASH
1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER RICARDO LEAL No. C 77[illegible] Exp. 06-30-21 CIVIL STATE OF CALIFORNIA

Revisions:	Date:
1 --	--
2 --	--
3 --	--

NEW IRRIGATION PLAN - PART C

CVEAS JOB #:	16081
DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

L2.3

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LANDSCAPE DOCUMENTATION PACKAGE

PROJECT INFORMATION

C-STORE GAS STATION AND CAR WASH
1625 BUCHANAN ROAD
PITTSBURG, CALIFORNIA 94565

PROJECT APPLICANT

Total Landscape Area 18,398 SF
Construction Type COMMERCIAL
Maximum Applied Water Allowance 232,973.87 GPY / 311.46 HCFPY
Estimated Total Water Use 191,536.29 GPY / 256.09 HCFPY
Estimated Total Water Use From Irrigation Schedule 146,072.0 / 195.28
Water Supply Type CITY OF PITTSBURG

Landscape documentation Package;

- Landscape Design Plan
- Irrigation Design Plan
- Grading Design Plan
- Soil Management Report
- Landscape Specifications
- Irrigation Specifications
- Water Efficient Landscape Worksheet (Water Budget Calculations)
- Maintenance Schedule

DESCRIPTION OF PROJECT

IT IS THE INTENTION OF THIS LANDSCAPE/IRRIGATION DESIGN PLAN TO CREATE A PLEASING, LOW MAINTENANCE, LOW WATER USAGE LANDSCAPE W/ TREES AND SHRUBS UTILIZED ARE HYDROLOGICALLY RATED LOW WATER USAGE. A DRIP IRRIGATION SYSTEM IS UTILIZED TO MINIMIZE WATER WASTE AND RUNOFF.

OWNER'S STATEMENT

I agree to comply with the requirements of the Water Efficient Landscape Ordinance and submit a complete Landscape Documentation Package.

Owner"s Signature

WATER EFFICIENT LANDSCAPE WORKSHEET

HYDROZONE AREAS

1.	H1	1755 sq'	SHRUBS	.3	7.	H7	649.54'	SHRUBS	.3
2.	H2	684 sq'	TREES	.3	8.	H8	2003.54'	SHRUBS	.3
3.	H3	3017 sq'	TREES	.3	9.	H9	2628.54'	SHRUBS	.3
4.	H4	3017 sq'	SHRUBS	.3	10.	H10	482.54'	TREES	.3
5.	H5	1858 sq'	SHRUBS	.3	11.				
6.	H6	576.54'	TREES	.3	12.				

ETO	=	Reference Evapotranspiration	45.4	ipy
.55	=	ET Adjustment Factor for Residential		
.45	=	ET Adjustment Factor for Non Residential		
LA	=	Landscape Area	18,398	sq'
0.62	=	Conversion Factor (to gallons per square foot)		
ETAF	=	(PF/IE)		
HA	=	Hydrozone Area		
IE	=	Irrigation Efficiency	0.75 for Overhead Spray Irrigation 0.81 for Drip Irrigation	
PF	=	Plant Factor	0.0 to 0.1 Very Low Water Use 0.1 to 0.3 Low Water Use 0.4 to 0.6 Moderate Water Use 0.7 to 1.0 High Water Use	

MAWA = Maximum Applied Water Allowance

MAWA = (ETO) (0.62) [(ETAF x LA) + ((1-ETAF) x SLA)]
(45.4) (0.62) (.37) (18,398)
(28.14) (18,398)
232,973.87 GPY
311.46 HCFPY

ETWU = Estimated Total Water Use

ETWU = (ETO) (0.62) (ETAF) (LA)
(45.4) (0.62) (.37) (18,398)
(28.14) (6807.26)
191,536.29 GPY
256.09 HCFPY

WATER EFFICIENT LANDSCAPE WORKSHEET

HYDROZONE # PLANTING DESCRIPTION	PLANT FACTOR	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)
H1 #2	.3	DRIP	.81	.37	1715	649.35	18,272.70
H2 #2	.3	DRIP	.81	.37	684	253.08	7,121.67
H3 #2	.3	DRIP	.81	.37	3017	1116.29	31,407.54
H4 #2	.3	DRIP	.81	.37	3017	1116.29	31,407.54
H5 #2	.3	DRIP	.81	.37	1858	687.46	19,340.34
H6 #2	.3	DRIP	.81	.37	1876	694.12	19,529.04
H7 #2	.3	DRIP	.81	.37	576	213.12	5,997.18
H8 #2	.3	DRIP	.81	.37	649	240.13	6,757.25
H9 #2	.3	DRIP	.81	.37	2003	741.11	20,854.83
H10 #2	.3	DRIP	.81	.37	2690	995.3	28,007.74
				.37	432	159.84	4,497.84
DRAINAGE	AREA			.37	4752	1536.24	43,229.74

ETWU 191,536.24 GPY / 256.09 HCFPY
MAWA 232,973.87 GPY / 311.46 HCFPY

PLANTING DESCRIPTION
1. LAWN
2. LOW WATER USE PLANTING
3. MEDIUM WATER USE PLANTING
4. HIGH WATER USE PLANTING

IRRIGATION METHOD
1. OVERHEAD SPRAY
2. DRIP

IRRIGATION EFFICIENCY
1. 0.75 FOR SPRAYS
2. 0.81 FOR DRIP

IRRIGATION SCHEDULE

Summer Watering Schedule: March 2 - November 30

Valve Number	Flow Rate	Duration	Duration Usage	Watering Days	Gallons Per Week	Number of Weeks	Total Use
H1	324 GPH	30 MIN	162	3	486	36	
H2	144 GPH	45 MIN	108	3	324	36	17,496.0
H3	120 GPH	45 MIN	90	3	270	36	11,664.0
H4	460 GPH	30 MIN	230	3	690	36	9,720.0
H5	312 GPH	30 MIN	156	3	468	36	24,840.0
H6	128 GPH	45 MIN	96	3	288	36	16,848.0
H7	96 GPH	30 MIN	48	3	144	36	10,368.0
H8	172 GPH	30 MIN	86	3	258	36	5,184.0
H9	260 GPH	30 MIN	130	3	390	36	9,288.0
H10	96 GPH	45 MIN	72	3	216	36	14,040.0
							7,776.0

Comments

Total from Summer Schedule 127,224.0 GPY / 170.08 hcfpy

IRRIGATION SCHEDULE

Winter Watering Schedule: December 1 - March 1

Valve Number	Flow Rate	Duration	Duration Usage	Watering Days	Gallons Per Week	Number of Weeks	Total Use
H1	324 GPH	30 MIN	162	1	162	16	
H2	144 GPH	45 MIN	108	1	108	16	2592.0
H3	120 GPH	45 MIN	90	1	90	16	1728.0
H4	460 GPH	30 MIN	230	1	230	16	1440.0
H5	312 GPH	30 MIN	156	1	156	16	3680.0
H6	128 GPH	45 MIN	96	1	96	16	2496.0
H7	96 GPH	30 MIN	48	1	48	16	1536.0
H8	172 GPH	30 MIN	86	1	86	16	768.0
H9	260 GPH	30 MIN	130	1	130	16	1376.0
H10	96 GPH	45 MIN	72	1	72	16	2080.0
							1152.0

Comments

Total from Summer Schedule 127,224.0 GPY / 170.08 hcfpy
Total from Winter Schedule 18,848.0 GPY / 25.19 hcfpy
Total Usage 146,072.0 GPY / 195.28 hcfpy

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APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77874
Exp. 06-30-21
CIVIL
STATE OF CALIFORNIA

Revisions:	Date:
1 --	--
2 --	--
3 --	--

LANDSCAPE SPECIFICATIONS

CVEAS JOB #: 16081
DATE: 11-6-2018
PLANNING SUBMITTAL #: AP-16-1189
PLAN CHECK SUBMITTAL #: XX-XXXX
DRAWN BY: AN, ME, KX
CHECKED BY: RL
SCALE: AS NOTED

L3.0

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ANTI-DRAIN VALVE - ANTI-DRAIN VALVE OR CHECK VALVE, MEANS A VALVE LOCATED UNDER A SPRINKLER HEAD TO HOLD WATER IN THE SYSTEM SO IT MINIMIZES DRAINAGE FROM THE LOWER ELEVATION SPRINKLER HEADS.

APPLICATION RATE - APPLICATION RATE MEANS THE DEPTH OF WATER APPLIED TO A GIVEN AREA, USUALLY MEASURED IN INCHES PER HOUR.

APPLIED WATER - APPLIED WATER MEANS THE POTION OF WATER SUPPLIED BY THE IRRIGATION SYSTEM TO THE LANDSCAPE.

AUTOMATIC IRRIGATION CONTROLLER - AN AUTOMATIC TIMING DEVICE USED TO REMOTELY CONTROL VALVES THAT OPERATES AN IRRIGATION SYSTEM, CAPABLE OF OPERATING VALVE STATIONS TO THE DAYS DAYS AND LENGTH OF TIME OF WATER APPLICATION

BACK-FLOW PREVENTION DEVICE - A SAFETY DEVICE USE TO PREVENT POLLUTION OR CONTAMINATION OF THE WATER SUPPLY DUE TO THE REVERSE FLOW OF WATER FROM THE IRRIGATION SYSTEM.

CERTIFICATE OF COMPLETION - DOCUMENT CERTIFYING COMPLETION OF LANDSCAPE / IRRIGATION INSTALLATION AS ACCORDING TO APPROVED LANDSCAPE DOCUMENTATION PACKAGE, SIGNED BY DESIGNER OR INSTALLER.

CERTIFIED LANDSCAPE IRRIGATION AUDITOR - PERSON CERTIFIED TO PERFORM LANDSCAPE IRRIGATION AUDITS BY AN ACCREDITED ACADEMIC INSTITUTION, A PROFESSIONAL TRADE ORGANIZATION OR OTHER PROGRAM.

CHECK VALVE - A VALVE LOCATED UNDER A SPRINKLER HEAD, OR OTHER LOCATION IN THE IRRIGATION SYSTEM, TO HOLD WATER IN THE SYSTEM TO PREVENT DRAINAGE FROM SPRINKLER HEADS WHEN THE IRRIGATION SYSTEM IS OFF.

CONVERSION FACTOR - NUMBER THAT CONVERTS ACRE-INCHES PER YEAR TO GALLONS PER FOOT PER YEAR. (0.62)

DRIP IRRIGATION - NONSPRAY LOW VOLUME IRRIGATION SYSTEM UTILIZING EMISSION DEVICES WITH A FLOW RATE MEASURED IN GALLONS PER HOUR. LOW-VOLUME IRRIGATION SYSTEMS ARE SPECIFICALLY DESIGNED TO APPLY SMALL VOLUMES OF WATER SLOWLY AT, OR NEAR, THE ROOT ZONE OF PLANTS.

EMITTER - DRIP IRRIGATION EMISSION DEVICE THAT DELIVERS WATER SLOWLY FROM THE IRRIGATION SYSTEM TO THE SOIL.

ESTABLISHED LANDSCAPE - THE POINT AT WHICH PLANTS, FROM SEEDLINGS OR POTTED PLANTS, HAVE DEVELOPED SIGNIFICANT ROOT GROWTH INTO SOIL.

ESTABLISHMENT PERIOD - THE FIRST YEAR AFTER INSTALLING THE PLANT IN THE LANDSCAPE.

ESTIMATED TOTAL WATER USE - ESTIMATED TOTAL WATER USE FOR THE LANDSCAPE FOR A PERIOD OF ONE YEAR. (ETAU)

ET ADJUSTMENT FACTOR - FACTOR APPLIED TO REFERENCE EVAPO-TRANSPIRATION THAT MAKES ADJUSTMENTS FOR PLANT FACTORS AND IRRIGATION EFFICIENCY. (0.8)

EVAPO-TRANSPIRATION RATE - THE QUANTITY OF WATER EVAPORATED FROM ADJACENT SOIL SURFACES AND TRANSPIRED BY PLANTS DURING A SPECIFIC TIME.

FLOW RATE - RATE AT WHICH WATER FLOWS THROUGH PIPES AND VALVES, MEASURED IN GALLONS PER MINUTE, GALLONS PER HOUR, OR CUBIC FEET PER SECOND.

HARDSCAPES - ANY DURABLE MATERIAL (PERVIOUS AND NON-PERVOUS)

HYDROZONE - A PORTION OF THE LANDSCAPED AREA HAVING PLANTS WITH SIMILAR WATER NEEDS. A HYDRO-ZONE MAYBE IRRIGATED OR NON IRRIGATED.

INFILTRATION RATE - THE RATE OF WATER ENTRY INTO THE SOIL EXPRESSED AS A DEPTH OF WATER PER UNIT OF TIME.

IRRIGATION AUDIT - AN IN-DEPTH EVALUATION OF THE PERFORMANCE OF AN IRRIGATION SYSTEM CONDUCTED BY A CERTIFIED LANDSCAPE IRRIGATION AUDITOR. AN IRRIGATION AUDIT INCLUDES, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY OR EMISSION UNIFORMITY, REPORTING OVER SPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE.

IRRIGATION EFFICIENCY - THE MEASUREMENT OF THE AMOUNT OF THE AMOUNT OF WATER BENEFICIALLY USED, DIVIDED BY THE AMOUNT OF WATER APPLIED. IRRIGATION EFFICIENCY IS DERIVED BY MEASUREMENTS AND ESTIMATES OF IRRIGATION SYSTEM CHARACTERISTICS AND MANAGEMENT PRACTICES. (IE) IRRIGATION EFFICIENCY FOR DRIP IRRIGATION IS 0.81 . IRRIGATION EFFICIENCY FOR OVERHEAD SPRAY IRRIGATION IS 0.75 .

IRRIGATION SURVEY - AN EVALUATION OF AN IRRIGATION SYSTEM THAT IS LESS DETAILED THAN AN IRRIGATION AUDIT. AN IRRIGATION SURVEY INCLUDES, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TEST, AND WRITTEN RECOMMENDATIONS TO IMPROVE PERFORMANCE OF THE IRRIGATION SYSTEM.

LANDSCAPE AREA - ALL PLANTING AREAS, TURF AREAS, AND WATER FEATURES IN A LANDSCAPE DESIGN PLAN SUBJECT TO THE MAXIMUM APPLIED WATER ALLOWANCE CALCULATION. THE LANDSCAPE AREA DOES NOT INCLUDE FOOTPRINTS OF BUILDINGS OR STRUCTURES, SIDEWALKS, DRIVEWAYS, PARKING LOTS, DECKS, PATIOS, GRAVEL OR STONE WALKS, OTHER PERVIOUS OR NON-PERVIOUS HARDSCAPES, AND OTHER NON-IRRIGATED AREAS DESIGNATED FOR NON-DEVELOPMENT.

LANDSCAPE CONTRACTOR - A PERSON LICENSED BY THE STATE OF CALIFORNIA, TO CONSTRUCT, MAINTAIN, REPAIR, INSTALL, OR SUBCONTRACT THE DEVELOPMENT OF LANDSCAPE SYSTEMS.

LANDSCAPE DOCUMENTATION PACKAGE - SHALL INCLUDE THE FOLLOWING:
(1) PROJECT INFORMATION
(2) WATER-EFFICIENCY LANDSCAPE WORKSHEET
(3) SOIL MANAGEMENT REPORT
(4) LANDSCAPE DESIGN PLAN
(5) IRRIGATION DESIGN PLAN
(6) GRADING DESIGN PLAN

LANDSCAPE PROJECT - TOTAL AREA OF LANDSCAPE IN A PROJECT AS DEFINED IN "LANDSCAPE AREA" FOR THE PURPOSE OF LANDSCAPE, IRRIGATION INSTALLATION.

LATERAL LINE - THE WATER DELIVERY PIPELINE THAT SUPPLIES WATER TO THE EMITTERS OR SPRINKLERS FROM THE VALVE. THIS PIPELINE IS TYPICALLY DOWN STREAM OF THE ZONE CONTROL VALVE AND IS NOT PRESSURIZED WHEN IRRIGATION IS NOT OCCURRING.

LOW-VOLUME IRRIGATION - THE APPLICATION OF IRRIGATION WATER AT LOW PRESSURE THROUGH A SYSTEM OF TUBING OR LATERAL LINES AND LOW-VOLUME EMITTERS SUCH AS DRIP, DRIP LINES, OR BUBBLERS. LOW-VOLUME IRRIGATION SYSTEMS ARE SPECIFICALLY DESIGNED TO APPLY SMALL VOLUMES OF WATER SLOWLY AT OR NEAR THE ROOT ZONE OF PLANTS.

MAINLINE - THE PRESSURIZED PIPELINE THE DELIVERS WATER FROM THE WATER SOURCE TO THE VALVE OR OUTLET.

MAXIMUM APPLIED WATER ALLOWANCE - FOR DESIGN PURPOSES, THE UPPER LIMIT OF ANNUAL WATER USE FOR THE ESTABLISHED LANDSCAPE AREA, BASED UPON THE AREAS REFERENCE EVAPO-TRANSPIRATION, THE ET ADJUSTMENT FACTOR, AND THE SIZE OF THE LANDSCAPE AREA. THE ESTIMATE TOTAL WATER USE, (ETWU) SHALL NOT EXCEED THE MAXIMUM APPLIED WATER ALLOWANCE. (MAWA)

MULCH - ANY MATERIAL SUCH AS LEAVES, BARK, STRAW, OR OTHER MATERIALS LEFT LOOSE AND APPLIED TO THE SOIL SURFACE TO REDUCE EVAPORATION.

NEW CONSTRUCTION - A NEW BUILDING WITH A LANDSCAPE OR OTHER NEW LANDSCAPE.

OPERATING PRESSURE - THE PRESSURE AT WHICH A SYSTEM OF SPRINKLERS IS DEIGNED TO OPERATE, USUALLY INDICATED AT THE BASE OF A SPRINKLER.

OVERHEAD SPRINKLER IRRIGATION SYSTEMS - SYSTEMS THAT DELIVER WATER THROUGH THE AIR. (SPRAY HEADS, ROTORS)

OVER-SPRAY - THE WATER WHICH IS DELIVERED BEYOND THE TARGETED LANDSCAPED ARE, WETTING PAVEMENTS, WALKS, STRUCTURES, OR OTHER NON-LANDSCAPED AREAS.

PERMIT - AN AUTHORIZING DOCUMENT ISSUED BY THE CITY, COUNTY, OR STATE FOR NEW CONSTRUCTION OR REHABILITATED LANDSCAPE.

PERVIOUS - ANY SURFACE MATERIAL THAT ALLOWS PASSAGE OF WATER THROUGH THE MATERIAL AND INTO THE UNDERLYING SOIL.

PLANT FACTOR - A FACTOR THAT, WHEN MULTIPLIED BY THE REFERENCE EVAPO-TRANSPIRATION (ETO).ESTIMATES THE AMOUNT OF THE WATER NEEDED BY PLANTS. THE PLANT FACTOR FOR LOW WATER USE PLANTS IS 0.0 TO 0.3, THE PLANT FACTOR FOR AVERAGE WATER USING PLANTS IS 0.4 TO 0.6, AND THE PLANT FACTOR FOR HIGH WATER USE PLANTS IS 0.7 TO 1.0 . PLANT FACTORS CITED ARE DERIVED FROM WATER USE CLASSIFICATIONS OF LANDSCAPE SPECIES. (WUCOLS)

PRECIPITATION RATE - THE RATE OF APPLICATION OF WATER MEASURED IN INCHES PER HOUR.

PROJECT APPLICANT - THE INDIVIDUAL OR ENTITY SUBMITTING A LANDSCAPE DOCUMENTATION PACKAGE, REQUIRED TO REQUEST A PERMIT, PLAN CHECK OR DESIGN REVIEW. A PROJECT APPLICANT MAY BE THE PROPERTY OWNER OR HIS OR HER DESIGNEE.

RAIN SENSOR - A COMPONENT WHICH AUTOMATICALLY SUSPENDS AN IRRIGATION EVENT WHEN IT DETECTS RAINFALL.

RECORD DRAWING OR AS-BUILT DRAWINGS - A SET OF REPRODUCIBLE DRAWING WHICH SHOW SIGNIFICANT CHANGES IN THE WORK MADE DURING CONSTRUCTION AND WHICH ARE USUALLY BASED ON DRAWINGS MARKED UP IN THE FIELD AND OTHER DATA FURNISHED BY THE CONTRACTOR.

RECREATIONAL AREA - AREAS DEDICATED TO ACTIVE PLAY, SUCH AS PARKS, SPORTS FIELDS, AND GOLF COURSES WHERE TURF PROVIDES A PLAYING SURFACE.

RECYCLED WATER - TREATED OR RECYCLED WASTE WATER OF A QUALITY SUITABLE FOR NON-PORTABLE USES SUCH AS LANDSCAPE IRRIGATION AND WATER FEATURES. THIS WATER IS NOT INTENDED FOR HUMAN CONSUMPTION.

REFERENCE EVAPOTRANSIPRATION - A STANDARD MEASUREMENT OF ENVIRONMENTAL PARAMETERS WHICH AFFECT THE WATER USE OF PLANTS. ETO IS EXPRESSED IN INCHES PER DAY, MONTH OR YEAR AND IS AN ESTIMATE OF THE EVAPOTRANSPIRATION OF A LARGE FIELD OF FOUR TO SEVEN INCH TALL COOL-SEASON GRASS THAT IS WELL WATERED. REFERENCE EVAPOTRANSPIRATION IS USED AS THE BASIS OF DETERMINING THE MAXIMUM APPLIED WATER ALLOWANCE SO THAT REGIONAL DIFFERENCES IN CLIMATE CAN BE ACCOMMODATED.

REHABILITATED LANDSCAPE - ANY RE-LANDSCAPING PROJECT THAT REQUIRES A PERMIT, PLAN CHECK, OR DESIGN REVIEW.

RUN OFF - WATER WHICH IS NOT ABSORBED BY THE SOIL OR LANDSCAPE TO WHICH IT IS APPLIED AND FLOWS FROM THE LANDSCAPE AREA, RUN OFF MAY RESULT FROM WATER THAT IS APPLIED AT TOO A GREAT RATE. (APPLICATION RATE EXCEEDS INFILTRATION RATE) OR WHEN THERE IS A SLOPE.

SOIL MOISTURE SENSING DEVICE - A DEVICE THAT MEASURES THE AMOUNT OF WATER IN THE SOIL. THE DEVICE MAY ALSO SUSPEND OR INITIATE AN IRRIGATION EVENT.

SOIL TEXTURE - THE CLASSIFICATION OF A SOIL BASED ON THE PERCENTAGE OF SAND, SILT, AND CLAY IN THE SOIL.

SPECIAL LANDSCAPE AREA - AN AREA OF THE LANDSCAPE DEDICATED SOLELY TO EDIBLE PLANTS, AREAS IRRIGATED WITH RECYCLED WATER, WATER FEATURES USING RECYCLED WATER AND AREAS DEDICATED TO ACTIVE PLAY SUCH AS PARKS, SPORT FIELDS, GOLF COURSES, AND WHERE TURF PROVIDES A PLAYING SERVICE.

SPRINKLER HEAD - A DEVICE THAT DELIVERS WATER THROUGH A NOZZLE.

STATIC WATER PRESSURE - THE PIPELINE OR MUNICIPAL WATER SUPPLY PRESSURE WHEN WATER IS NOT FLOWING.

STATION - AN AREA SERVED BY ONE VALVE OR BY A SET OF VALVES THAT OPERATE SIMULTANEOUSLY.

SWING JOINT - AN IRRIGATION COMPONENT THAT PROVIDES A FLEXIBLE, LEAK FREE CONNECTION BETWEEN THE EMISSION DEVICE AND LATERAL PIPELINE TO ALLOW MOVEMENT IN ANY DIRECTION AND TO PREVENT EQUIPMENT DAMAGE.

TURF - A SURFACE LAYER OF EARTH CONTAINING MOWED GRASS AND ITS ROOTS.

VALVE - A DEVICE USED TO CONTROL THE FLOW OF WATER IN THE IRRIGATION SYSTEM.

WATER FEATURE - A DESIGN ELEMENT WHERE OPEN WATER PERFORMS AN AESTHETIC OR RECREATIONAL FUNCTION ONLY. THE SURFACE AREA OF WATER FEATURES IS INCLUDED IN THE HIGH WATER USE HYDROZONE OF THE LANDSCAPE AREA.

WATERING WINDOW - THE TIME OF DAY IRRIGATION IS ALLOWED.

IRRIGATION SPECIFICATIONS

1. INSTALLATION OF COMPLETE AUTOMATIC IRRIGATION SYSTEM AS ACCORDING TO DESIGN PLANS, DESIGN DETAILS, AND IRRIGATION SPECIFICATIONS.
2. LAYOUT OF ALL IRRIGATION HEADS, VALVES CONTROLLERS, WIRING, QUICK COUPLERS, BACK-FLOW PREVENTERS, POINTS OF CONNECTIONS LOCATIONS, AS SPECIFIED ON DESIGN PLANS, DESIGN DETAILS, AND IRRIGATION SPECIFICATIONS.
3. POINT OF CONNECTION, FOR IRRIGATION SYSTEM SHALL BE VERIFIED WITH PLUMBING CONTRACTOR. ALL ELECTRICAL CONNECTIONS, CONDUIT INSTALLATION SHALL BE COORDINATED WITH ELECTRICAL CONTRACTOR.
4. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY ALL DIMENSIONS SHOWN, AND ADJUST SAID DIMENSIONS TO FIT EXISTING SITE CONDITIONS.
5. DUE TO SCALE OF DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSETS, FITTINGS, ETC., WHICH MAY BE REQUIRED. CONTRACTOR SHALL CAREFULLY INVESTIGATE CONDITIONS AFFECTING HIS WORK AND PLAN HIS WORK ACCORDINGLY, FURNISHING ALL FITTING, ETC. , AS MAY BE REQUIRED TO INSTALL THE PROPOSED IRRIGATION SYSTEM.
6. CONTRACTOR SHALL NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM, AS INDICATED ON DESIGN PLANS, WHEN UNKNOWN FIELD CONDITIONS ARISE.
7. CONTRACTOR TO CONSULT WITH LANDSCAPE ENGINEER, WHERE REVISIONS MAY BE ADVISABLE OR A DISCREPANCY ARISES.
8. CONTRACTOR TO PROVIDE ALL LABOR, MATERIALS, AND EQUIPMENT, AS NECESSARY TO MEET ALL CODE REQUIREMENTS, (CITY, COUNTY, STATE, FEDERAL, ECT.)
9. CONTRACTOR TO PROVIDE ADEQUATE SAFETY MEASURES TO PROTECT THE PUBLIC AND ALL WORKERS INVOLVED IN THE PROJECT FROM INJURY, DUE TO CONSTRUCTION OR EQUIPMENT OPERATIONS. CONTRACTOR TO POST ALL SIGNS, BARRICADES, BANNERS ETC. , AS DEEMED NECESSARY TO WARN PUBLIC OF ANY HAZARDS. IT IS THE CONTRACTOR'S RESPONSIBILITY / LIABILITY TO MAINTAIN THE SAFETY OF THE PUBLIC AND ALL WORKERS AT ALL TIMES.
10. CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL EXISTING UTILITY LOCATIONS. UNDER GROUND SERVICE ALERT, (USA) (811) IS TO BE NOTIFIED BEFORE ANY EXCAVATION IS COMMENCED. CONTRACTOR IS RESPONSIBLE NOTIFY ANY OTHER UTILITIES NOT COVERED BY UNDERGROUND SERVICE ALERT. CONTRACTOR TO TAKE GREAT CARE AS NOT TO DAMAGE ANY EXISTING UTILITIES. IT IS THE CONTRACTOR'S RESPONSIBILITY / LIABILITY FOR ANY AND ALL REPAIRS, AT HIS EXPENSE, TO ANY UTILITY DAMAGE INCURRED BY HIM WHILE COMPLETING HIS SCOPE OF WORK.
11. CONTRACTOR TO VERIFY, FOR PROPER ROUGH GRADE COMPLETION, BEFORE COMMENCEMENT OF IRRIGATION INSTALLATION.

SUBMITTALS

1. CONTRACTOR TO SUBMIT, PRODUCT SUBMITTALS, PROMPTLY UPON AWARDING OF CONTRACT.
2. CONTRACTOR TO PROVIDE TWO (2) SETS OF OPERATION AND MAINTENANCE MANUALS. THESE MANUALS SHALL CONTAIN THE FOLLOWING INFORMATION:
   - 2.1. CONTRACTOR'S NAME, ADDRESS AND TELEPHONE NUMBER.
   - 2.2. WRITTEN ONE YEAR WARRANTY / GUARANTEE.
   - 2.3. NAMES AND ADDRESSES OF ALL MANUFACTURERS AND SUPPLIERS
   - 2.4. COMPLETE SET OF MANUFACTURER'S LITERATURE INFORMATION AND SPECIFICATIONS, ON ALL MATERIAL / EQUIPMENT INSTALLED.
   - 2.5. COMPLETE OPERATING AND MAINTENANCE INSTRUCTIONS FOR ALL EQUIPMENT INSTALLED.
   - 2.6. CERTIFICATE OF CONSTRUCTION COMPLIANCE, STATING ALL WORK PERFORMED IS IN CONFORMANCE WITH APPROVED DESIGN PLANS, DESIGN DETAILS, SPECIFICATIONS AND ALL AUTHORIZED REVISIONS
3. CONTRACTOR TO MAINTAIN A SET OF "AS BUILT" DRAWINGS. DETAILING ANY CHANGES OR DEVIATIONS MADE DURING CONSTRUCTION. INDICATE ANY DEVIATION FROM DESIGN PLANS BY REFERENCING TWO (2) PERMANENT POINTS OF REFERENCE. "AS BUILT" DRAWING ARE TO BE SUBMITTED, UPON COMPLETION OF PROJECT TO OWNER.
4. A CONTROLLER CHART SHALL BE PROVIDED FOR EACH INDIVIDUAL CONTROLLER. A REDUCED DRAWING OF ACTUAL DESIGN PLANS, MAY BE UTILIZED. ALL VALVES AND LATERAL LINES CONTROLLED ARE TO BE COLOR CODED FOR EASY ACCESS / LOCATION RECOGNITION.

IRRIGATION MATERIALS

1. PVC PIPING, FITTINGS, AND CONNECTIONS
   - 1.1. ALL PVC PIPING TWO INCHES IN DIAMETER AND UNDER TO BE SCHEDULE 40 PIPING.
   - 1.2. ALL PVC PIPING OVER TWO INCHES IN DIAMETER TO BE CLASS 315 PIPING.
   - 1.3. PIPING EXPOSED AT BACK-FLOW PREVENTER AND PUMP ASSEMBLIES, TO BE GALVANIZED PIPING UNLESS CITY, COUNTY, FEDERAL CODE(S) DIFFER.
   - 1.4. ALL PVC FITTINGS TO BE SCHEDULE 40 MINIMUM.
   - 1.5. ALL PIPING AND FITTINGS TO MEET ALL CITY, COUNTY, STATE, AND FEDERAL CODES.
2. IRRIGATION HEADS
   - 2.1. IRRIGATION HEADS ARE TO BE THOSE SPECIFIED ON DESIGN PLANS, DESIGN, DETAILS, AND SPECIFICATIONS OR AN APPROVED EQUAL PRE-APPROVED BY LANDSCAPE ENGINEER.
   - 2.2. IRRIGATION RISER ASSEMBLIES ARE TO BE THOSE SPECIFIED ON DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATIONS OR AN APPROVED EQUAL, PRE-APPROVED BY LANDSCAPE ENGINEER.
3. AUTOMATIC CONTROL VALVES
   - 3.1. AUTOMATIC CONTROL VALVES ARE TO BE MAKE, MODEL, AND SIZE SPECIFIED ON DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATIONS OR AN APPROVED EQUAL MAY BE UTILIZED ONLY ON APPROVAL OF THE LANDSCAPE ENGINEER.
   - 3.2. IF THE WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES, THE INSTALLATION OF A PRESURE REGULATING DEVICE IS REQUIRED TO ENSURE THAT THE DYNAMIC PRESSURE AT EAH EMISSION DEVICE IS WITHIN THE MANUFACTURER'S RECOMMENDED PRESSURE RANGE FOR OPTIMAL PERFORMANCE.
   - 3.3. ALL IRRIGATION SYSTEMS ARE TO HAVE A MASTER VALVE INSTALLED AS ACCORDING TO DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATIONS.
   - 3.4. AUTOMATIC CONTROL VALVE ASSEMBLIES ARE TO BE AS SPECIFIED ON DESIGN PLANS, DESIGN DETAILS AND SPECIFICATIONS.
   - 3.5. ALL LANDSCAPES OVER 5,000 SQ.FT. ARE TO HAVE FLOW SENSORS INSTALLED.
4. AUTOMATIC CONTROLLERS
   - 4.1. AUTOMATIC CONTROLLERS ARE TO BE THOSE SPECIFIED ON DESIGN PLANS, DESIGN DETAILS AND SPECIFICATIONS.
   - 4.2. AUTOMATIC CONTROLLERS TO BE MULTI-PROGRAMABLE WITH WEATHER SENSOR, FLOW SENSOR AND MASTER VALVE CAPABILITIES.
   - 4.3. ELECTRICAL POWER SERVICE (110 V) TO BE PROVIDED BY OTHERS.
5. BACKFLOW PREVENTER
   - 5.1. BACKFLOW PREVENTER IS TO BE AS SPECIFIED ON DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATION.
   - 5.2. BACKFLOW PREVENTER TO MEET ALL CITY, COUNTY, STATE, FEDERAL CODE REQUIREMENTS.
6. PVC SLEEVING
   - 6.1. SLEEVING MATERIAL SHALL BE CLASS 200 PVC PIPING MINIMUM. SLEEVING MATERIAL UNDER PAVEMENT AREAS TO SCHEDULE 40 PVC PIPING.
   - 6.2. SLEEVE SIZING TO BE LARGE ENOUGH TO ALLOW EASY REMOVAL AND REPLACEMENT OF PIPE BEING SLEEVED.
   - 6.3. ALL WIRING TO BE SLEEVED IN SEPARATE ELECTRICAL CONDUIT.
   - 6.4. ALL PIPING UNDER WALKS, CURBS, PAVEMENT, CONCRETE OR ANY OTHER SOLID SURFACE TO BE SLEEVED. ALL SLEEVES ARE TO EXTEND TWELVE INCHES PAST SOLID SURFACE ON BOTH ENDS.
7. CONTROL WIRING
   - 7.1. CONTROL WIRE TO VALVES, SHALL BE UF TYPE. WITH SOLID COPPER CONDUCTOR.
   - 7.2. CONTROL WIRE TO BE DESIGNED FOR DIRECT BURIAL USE.
   - 7.3. SIZING FOR CONTROL WIRE TO BE IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS. NUMBER 14 SOLID CORE COPPER CONTROL WIRE MINIMUM SIZING. ANY SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ENGINEER.
8. VALVE BOXES
   - 8.1. VALVE BOXES ARE TO BE THOSE AS SPECIFIED ON DESIGN PLANS, DESIGN DETAILS OR SPECIFICATIONS. APPROVED MANUFACTURERS ARE AMETEK, CARSON, OR AN APPROVED EQUAL, APPROVED BY LANDSCAPE ENGINEER.
   - 8.2. ALL VALVE BOXES TO HAVE BOLT LOCK LIDS.
   - 8.3. MAXIMUM ONE (1) VALVE PER STANDARD RECTANGULAR VALVE BOX.
   - 8.4. MINIMUM TEN INCH ROUND VALVE BOX, UTILIZED FOR A SINGLE GATE VALVE.
   - 8.5. ALL NECESSARY VALVE BOX EXTENSIONS MUST BE PROVIDED AND INSTALLED TO OBTAIN PROPER GRADE HEIGHT.
9. QUICK COUPLERS
   - 9.1. QUICK COUPLERS ARE TO BE AS SPECIFIED ON DESIGN PLAN, DESIGN DETAILS AND SPECIFICATIONS.
   - 9.2. QUICK COUPLERS ARE TO BE INSTALLED IN TEN INCH ROUND VALVE BOX WITH BOLTABLE LID.
   - 9.3. TWO QUICK COUPLER KEYS WITH HOSE SWIVELS, ARE TO BE PROVIDED BY CONTRACTOR, AND TURNED OVER TO OWNER, UPON COMPLETION OF INSTALLATION / MAINTENANCE PERIOD.

CIVIL ENGINEERING • LAND SURVEYING • CONSULTING • STRUCTURAL DESIGN • ARCHITECTURAL DRAFTING • COMMERCIAL & RESIDENTIAL BUILDING DESIGN • PLANNING & PROJECT MANAGEMENT

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C-STORE GAS STATION AND CAR WASH
1625 BUCHANAN ROAD
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APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 77026
EXP. 06-30-21
CIVIL
STATE OF CALIFORNIA

Revisions:	Date:
1 --	--
2 --	--
3 --	--

LANDSCAPE SPECIFICATIONS

CVEAS JOB #:	16081
DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

L3.1

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF CVEAS OR CONSULTANTS, AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CVEAS. PLANS, SPECIFICATIONS, REPRODUCTION OR USE BEYOND THE CONSCRIPT OF WORK AGREED TO WITH CVEAS IS STRICTLY PROHIBITED. VISUAL CONTACT WITH THESE DRAWINGS OR SPECIFICATIONS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

IRRIGATION INSTALLATION

1. TRENCHING
   - 1.1. EQUIPMENT TO BE USED TO EXCAVATE TRENCHES, SHALL PROVIDE A SMOOTH CONTINUOUS TRENCH IN WHICH THE PIPING IS TO LIE.
   - 1.2. ALL PRESSURE MAIN LINES ARE TO BE TRENCHED DEEP ENOUGH TO ALLOW PIPING A MINIMUM OF EIGHTEEN INCHES OF COVER.
   - 1.3. ALL LATERAL LINES ARE TO BE TRENCHED DEEP ENOUGH TO ALLOW THE PIPING A MINIMUM TWELVE INCHES OF COVER.
2. BACKFILLING
   - 2.1. ALL PRESSURIZED MAIN LINES TO BE INSPECTED BY LANDSCAPE ENGINEER, BEFORE ANY BACKFILLING IS TO COMMENCE.
   - 2.2. CONTRACTOR TO SCHEDULE ALL NECESSARY INSPECTIONS REQUIRED BY CITY, COUNTY, STATE, FEDERAL AGENCIES BY LAW.
   - 2.3. ALL LINES UNDER ASPHALT PAVING TO BE COMPACTED WITH AN APPROVED MECHANICAL COMPACTOR. CONTRACTOR TO VERIFY WITH PAVING CONTRACTOR PERCENTAGE OF COMPACTION REQUIRED.
   - 2.4. BACKFILL MATERIALS SHALL BE FREE FROM ROCKS, STICKS AND ALL OTHER DEBRIS, WHICH MAY CAUSE DAMAGE TO THE PIPING.
   - 2.5. CONTRACTOR MAY CENTER LOAD PIPING, LEAVING CONNECTIONS VISIBLE FOR INSPECTION, PRIOR TO INSPECTION.
   - 2.6. BEFORE ANY BACKFILLING OF MAIN LINES, CARE IS TO BE TAKEN TO INSURE THAT ALL CONTROL WIRING IS PLACED AT THREE O'CLOCK POSITION TO MAIN LINE AND TAPED AT TEN FOOT INTERVALS.
3. PIPING
   - 3.1. ALL PVC PIPE CONNECTIONS ARE TO BE PRIMERED AND SOLVENT WELDED.
   - 3.2. ON THREADED PIPE CONNECTIONS TEFLON TAPE OR AN APPROVED TEFLON PASTE MAY BE UTILIZED, TEFLON PASTE MAY NOT BE UTILIZED ON AUTOMATIC CONTROL VALVES.
   - 3.3. CUT PVC AND REMOVE ALL BURRS, BEFORE SOLVENT WELDING.
   - 3.4. PIPE LARGER THAN TWO INCHES IN DIAMETER, IS TO HAVE CONCRETE THRUST BLOCKS INSTALLED ON ALL DIRECTIONAL TURNS AND ENDS OF LINES. THRUST BLOCKS ARE TO BE INSTALLED AGAINST UNDISTURBED EARTH AND OR ADEQUATE SIZE.
   - 3.5. PIPING ON DESIGN PLANS ARE DRAWN DIAGRAMMATICALLY. ALL PIPING TO BE INSTALLED IN PLANTERS OR TURF AREAS WHENEVER POSSIBLE, KEEPING PIPING UNDER CONCRETE AND PAVING TO A MINIMUM.
   - 3.6. FIELD THREADING OF PVC PIPE OR FITTINGS IS NOT PERMITTED. FACTORY FORMED THREADS ONLY, WILL BE PERMITTED.
   - 3.7. ON GALVANIZED PIPE THREADS TEFLON TAPE OR TEFLON PASTE IS PERMITTED. WHEN USING TEFLON PASTE, APPLY JOINT COMPOUND TO MALE THREADS ONLY.
   - 3.8. ALL PIPE LINES ARE TO BE THOROUGHLY FLUSHED UPON COMPLETION OF INSTALLATION AND BEFORE ATTACHING IRRIGATION HEADS.
4. SLEEVING
   - 4.1. PVC SLEEVES ARE TO BE INSTALLED ON ALL PIPING AND WIRING UNDER CONCRETE, GURBS, PAVEMENT, DRIVEWAYS, OR ANY OTHER SOLID SURFACE.
   - 4.2. PVC SLEEVING SHALL BE SIZED LARGE ENOUGH, TO ALLOW PIPE OR WIRE BEING SLEEVED, TO BE REMOVED OR PULLED THROUGH EASILY.
   - 4.3. SLEEVES FOR PIPING OR WIRING ARE TO BE INSTALLED PRIOR TO INSTALLATION OF CONCRETE OR PAVING.
   - 4.4. SLEEVES ARE TO BE CAPPED OR TAPED, AS NOT TO ALLOW DIRT OR DEBRIS TO ENTER THE SLEEVE UNTIL USED.
   - 4.5. WHERE PIPE PASSES THROUGH SLEEVE, PROVIDE REMOVABLE NON-DECAYING PLUG AT ENDS OF SLEEVE AS NOT TO ALLOW THE ENTRANCE OF DIRT OR DEBRIS. (AFTER INSTALLING PIPE INTO SLEEVE).
   - 4.6. SLEEVES ARE TO EXTEND A FULL TWELVE INCHES PAST CONGRETE OR PAVING.
   - 4.7. SLEEVING FOR CONTROL WIRING IS TO BE INSTALLED IN ELECTRICAL CONDUIT. WIRING IS NOT TO BE INSTALLED IN SAME SLEEVE BEING USED TO SLEEVE PIPING.
   - 4.8. SLEEVING MUST HAVE SOME MEANS OF PIPE DETECTION INSTALLED PRIOR TO BE BURYING UNDERGROUND.
5. CONTROL WIRING
   - 5.1. THE GROUND OR COMMON WIRE IS TO BE COLOR CODED WHITE.
   - 5.2. CONTROL WIRES FOR SHRUBS, DRIP IRRIGATION, TURF AREA, TO BE COLOR CODED SEPARATELY. EXAMPLE - SHRUBS (BROWN) DRIP IRRIGATION (BLUE) TURF AREAS (GREEN)
   - 5.3. A SPARE TRACER WIRE SHALL BE INSTALLED. INSTALL SPARE WIRE AS IF IT IS A COMMON WIRE, TO ALL VALVES AND JUNCTION BOXES. SPARE TRACER WIRE IS TO BE COLOR CODED DIFFERENT THAN ALL OTHER WIRING. PROVIDE TWENTY FOUR INCH LOOP ON ALL WIRING AT VALVE BOXES, AND JUNCTION BOXES.
   - 5.4. WIRING SHALL OCCUPY THE SAME TRENCH AS PRESSURE SUPPLY LINE WHENEVER POSSIBLE. WIRING SHALL BE PLACED AT 3 O'CLOCK POSITION TO MAIN LINE AND TAPED AT TEN FOOT INTERVALS.
   - 5.5. WHEN WIRE DEVIATES FROM MAIN LINE, IT IS TO BE SLEEVED IN ELECTRICAL CONDUIT FOR ITS PROTECTION.
   - 5.6. AN EXPANSION LOOP OF EIGHTEEN INCHES SHALL BE PROVIDED AT ALL DIRECTIONAL TURNS.
   - 5.7. BETWEEN CONTROLLER AND REMOTE CONTROL VALVES, A CONTINUOUS WIRE IS REQUIRED. ANY SPLICES ARE TO BE MADE IN AN APPROVED VALVE BOX. LIMIT ONE SPLICE PER VALVE.
6. BACK-FLOW PREVENTER
   - 6.1. INSTALL BACK-FLOW PREVENTER, NO HIGHER THAN REQUIRED BY CODE. (CITY, COUNTY, STATE, FEDERAL) LOCATE IN SHRUB AREA WHENEVER POSSIBLE. INSTALL BACK-FLOW PREVENTER IN ACCORDANCE WITH ALL CODES. (CITY, COUNTY, STATE, FEDERAL) AND IN ACCORDANCE WITH DESIGN DETAILS, DESIGN PLANS, SPECIFICATIONS.
   - 6.2. IF CODE REQUIREMENTS AND DESIGN PLANS DIFFER, CONTACT LANDSCAPE ENGINEER, BEFORE PROCEEDING WITH INSTALLATION.
   - 6.3. UPON COMPLETION OF BLACKFLOW INSTALLATION, CONTRACTOR SHALL OBTAIN A CERTIFICATE OF INSTALLATION AND TESTING FROM A CERTIFIED BACKFLOW PREVENTOR TESTOR.
7. AUTOMATIC CONTROL VALVES
   - 7.1. VALVES ARE SHOWN DIAGRAMMATICALLY ON DESIGN PLANS, AND SHOULD BE LOCATED IN SHRUB AREAS WHENEVER POSSIBLE.
   - 7.2. CONTROL VALVES SHALL BE INSTALLED AS ACCORDING TO DESIGN PLANS, DESIGN DETAILS, SPECIFICATIONS AND MEET ALL CODE REQUIREMENTS. (CITY, COUNTY, STATE, FEDERAL)
   - 7.3. ALL CONTROL VALVES TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
   - 7.4. IF THE WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES, THE INSTALLATION OF PRESSURE REGULATING DEVICE IS REQUIRED.
8. VALVE BOXES
   - 8.1. THE VALVE BOX SHOULD BE INSTALLED IN SUCH A MANNER THAT ALL PARTS OF THE VALVE ARE ACCESSIBLE FOR SERVICE.
   - 8.2. VALVE BOXES ARE TO BE INSTALLED IN ACCORDANCE WITH DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATIONS.
   - 8.3. MAXIMUM ONE VALVE PER STANDARD RECTANGULAR VALVE BOX.
   - 8.4. ALL NECESSARY VALVE BOX EXTENSIONS ARE TO BE INSTALLED BY CONTRACTOR TO MEET GRADE REQUIREMENTS.
9. AUTOMATIC CONTROLLERS
   - 9.1. ALL CONTROLLERS ARE TO BE LOCATED IN AREA INDICATED IN DESIGN PLANS. IF CONTROLLER CAN NOT BE LOCATED IN DESIGNATED AREA, CONTACT LANDSCAPE ENGINEER FOR RELOCATION.
   - 9.2. ALL CONTROLLERS TO BE MULTI-PROGRAMABLE, WITH MASTER VALVE, FLOW SENSOR AND WEATHER SENSOR CAPABILITIES.
   - 9.3. ALL CONTROLLERS TO BE INSTALLED IN ACCORDANCE WITH DESIGN PLANS, DESIGN DETAILS, SPECIFICATIONS, CODE REQUIREMENTS AND MANUFACTURER'S RECOMMENDATIONS.
   - 9.4. WEATHER SENSOR SHALL BE LOCATED ON WEST SIDE OF BUILDING.
10. QUICK COUPLER VALVES
    - 10.1. QUICK COUPLER VALVES ARE TO BE INSTALLED IN ACCORDANCE WITH DESIGN PLANS, DESIGN DETAILS, AND SPECIFICATIONS.
    - 10.2. LOCATE QUICK COUPLER VALVE IN SHRUB AREAS WHENEVER POSSIBLE.
    - 10.3. QUICK COUPLER VALVES ARE TO BE INSTALLED IN TEN INCH ROUND VALVE BOXES, WITH BOLTABLE LIDS.

11. IRRIGATION HEADS
    - 11.1. ALL PIPING TO BE THOROUGHLY FLUSHED BEFORE INSTALLATION OF IRRIGATION HEADS.
    - 11.2. SHRUB IRRIGATION HEADS LOCATION AROUND BUILDING, ARE TO BE SPACED TWELVE INCHES FROM BUILDING.
    - 11.3. SHRUBS IRRIGATION HEADS ARE TO BE SPACED SIX INCHES FROM ALL CURBS WALKS, DRIVENAYS, AND PAVED AREAS.
    - 11.4. TURF IRRIGATION HEADS ARE TO BE SPACED ONE INCH FROM ALL CURBS/WALKS, DRIVENAYS AND PAVED AREAS.
    - 11.5. IRRIGATION HEAD ASSEMBLIES ARE TO BE INSTALLED IN ACCORDANCE WITH DESIGN PLANS, DESIGN DETAILS AND SPECIFICATIONS.
12. CLEANING AND ADJUSTMENT OF IRRIGATION SYSTEM
    - 12.1. CLEAN AND FLUSH COMPLETE IRRIGATION SYSTEM UPON COMPLETION OF INSTALLATION.
    - 12.2. ADJUST ALL IRRIGATION HEADS TO ENSURE MAXIMUM COVERAGE.
    - 12.3. LANDSCAPE ENGINEER TO INSPECT COMPLETED IRRIGATION INSTALLATION PRIOR TO THE COMMENCEMENT OF LANDSCAPE INSTALLATION.
    - 12.4. LANDSCAPE ENGINEER MUST GIVE HIS APPROVAL BEFORE THE COMMENCEMENT OF LANDSCAPE INSTALLATION IS BEGAN.
13. FINAL ACCEPTANCE
    - 13.1. IRRIGATION SYSTEM SHALL BE TESTED IN PRESENCE OF LANDSCAPE ENGINEER, COMPLETING ANY ADJUSTMENT DEEMED NECESSARY.
    - 13.2. PROVIDE PROOF OF DELIVERANCE OF ALL ACCESSORIES REQUIRED.
    - 13.3. PROVIDE "AS BUILT" DRAWINGS, CONTROLLER CHARTS, MAINTENANCE MANUALS, AND ALL NECESSARY LITERATURE.
    - 13.4. A CERTIFICATE OF LANDSCAPE/IRRIGATION INSTALLATION COMPLETION, SHALL BE FILED WITH PROPER AUTHORITIES SIGNED BY THE DESIGNER, OR LICENSED LANDSCAPE CONTRACTOR.
    - 13.5. AT THE COMPLETION OF THE PROJECT THE CONTRACTOR SHALL SUPPLY A CERTIFICATE OF COMPLETION DOCUMENT. DOCUMENT SHALL INCLUDE:
      - 13.5.1. PROJECT INFORMATION SHEET THAT CONTAINS:
        - 13.5.1.1. DATE
        - 13.5.1.2. PROJECT NAME
        - 13.5.1.3. PROJECT APPLICANT NAME, TELEPHONE AND MAILING ADDRESS
        - 13.5.1.4. PROJECT ADDRESS AND LOCATION
        - 13.5.1.5. PROPERTY OWNER NAME, TELEPHONE, AND MAILING ADDRESS.
      - 13.5.2. CERTIFICATION BY EITHER THE SIGNER OF THE LANDSCAPE DESIGN PLAN, THE DESIGNER OF THE IRRIGATION DESIGN PLAN OR THE LICENSED LANDSCAPE CONTRACTOR THAT THE LANDSCAPE PROJECT HAS BEEN INSTALLED PER THE APPROVED LANDSCAPE DOCUMENTATION PACKAGE.
        - 13.5.2.1. WHERE THERE HAVE BEEN SIGNIFICANT CHANGES MADE IN THE FIELD DURING CONSTRUCTION, THESE "AS-BUILT" OR RECORD DRAWINGS SHALL BE INCLUDED WITH THE CERTIFICATION
        - 13.5.2.2. A DIAGRAM OF THE IRRIGATION PLANS SHOWING HYDRO-ZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEGUENT MANAGEMENT PURPOSES.
      - 13.5.3. IRRIGATION SCHEDULING PARAMETERS USED TO SET THE CONTROLLER.
      - 13.5.4. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE.
      - 13.5.5. IRRIGATION AUDIT REPORT.
      - 13.5.6. SOILS ANALYSIS REPORT IF NOT SUBMITTED WITH LANDSCAPE DOCUMENTATION PACKAGE AND DOCUMENTATION VERIFYING IMPLEMENTATION OF SOIL REPORT RECOMMENDATIONS.
14. WARRANTY / GUARANTEE
    - 14.1. A STANDARD ONE YEAR WARRANTY / GUARANTEE SHALL BE IN EFFECT. ONE YEAR WARRANTY TO INCLUDE REPAIR TO ANY LANDSCAPE AREA DUE SETTLEMENT OF TRENCHES. CONTRACTOR TO PROVIDE ALL MATERIAL WARRANTIES TO OWNER.

LANDSCAPE SPECIFICATIONS

1. GENERAL WORK DESCRIPTION
   - 1.1. FURNISH ALL MATERIALS, LABOR AND EQUIPMENT, NECESSARY FOR COMPLETE LANDSCAPE INSTALLATION. LANDSCAPE INSTALLATION, SHALL BE IN ACCORDANCE WITH DESIGN PLANS, DESIGN DETAILS AND LANDSCAPE SPECIFICATIONS.
   - 1.2. PREPARATION OF SOIL, IN ALL AREAS TO BE LANDSCAPED AS DETAILED IN "SOIL PREPARATION" SECTIONS OF LANDSCAPE SPECIFICATIONS.
   - 1.3. PROVIDE ALL MATERIALS, LABOR, AND EQUIPMENT, REQUIRED TO COMPLETE FINISH GRADING IN ALL LANDSCAPE AREAS.
   - 1.4. CONTRACTOR TO VERIFY ALL DRAWING DIMENSIONS WITH ACTUAL FIELD CONDITIONS. DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ENGINEER.
   - 1.5. WHERE UNDERGROUND OBSTRUCTION ARISE, AND PLANTING IS NOT POSSIBLE, DUE TO THESE OBSTRUCTIONS, THE LANDSCAPE ENGINEER, IS TO BE NOTIFIED, FOR FURTHER EXCEEDINS.
   - 1.6. CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL EXISTING UTILITY LOCATIONS. UNDERGROUND SERVICES ALERT, (USA) (811) IS TO BE NOTIFIED BEFORE ANY EXCAVATION IS COMMENCED. CONTRACTOR IS RESPONSIBLE TO NOTIFY ANY OTHER UTILITIES NOT COVERED BY UNDERGROUND SERVICE ALERT. CONTRACTOR IS TO TAKE GREAT CARE AS NOT TO DAME ENGINEER, AND EXISTING UTILITIES. IT IS THE CONTRACTOR'S RESPONSIBILITY FOR ANY AND ALL REPAIRS, AT HIS EXPENSE, TO ANY UTILITY DAMAGE INCURRED BY HIM, WHILE COMPLETING HIS SCOPE OF WORK.
   - 1.7. CONTRACTOR TO PROVIDE ADEQUATE SAFETY MEASURE TO PROTECT THE PUBLIC, AND ALL OTHER WORKERS, INVOLVED IN THE PROJECT, FROM INJURY. CONTRACTOR TO POST ALL SIGNS, BARRICADES, BANNERS, ECT., AS DEEMED NECESSARY TO WARN PUBLIC AND ALL OTHER PERSONS, OF ANY HAZARDS.
   - 1.8. MAINTAIN ALL COMPLETED LANDSCAPE AREA FOR SPECIFIED LENGTH OF MAINTENANCE PERIOD. (SEE LANDSCAPE MAINTENANCE SECTION)
   - 1.9. LANDSCAPE INSTALLATION SHALL NOT PROCEED, UNTIL IRRIGATION INSTALLATION HAS BEEN APPROVED. UPON COMPLETION OF IRRIGATION INSTALLATION THE CONTRACTOR, SHALL NOTIFY THE LANDSCAPE ENGINEER, TO SCHEDULE A IRRIGATION INSPECTION. A SEVENTY TWO (72) HOUR NOTICE IS TO BE GIVEN TO THE LANDSCAPE ENGINEER, TO ALLOW TIME TO SCHEDULE THE INSPECTION. ONLY ON APPROVAL OF THE LANDSCAPE ENGINEER, SHALL THE LANDSCAPE INSTALLATION, PROCEED. AT THE LANDSCAPE ENGINEERS DISCRETION, PARTIAL APPROVAL OF THE IRRIGATION INSTALLATION MAY BE GIVEN.
2. SUBMITTALS
   - 2.1. A COMPLETE LIST OF PLANTS, TREES, GROUNDCOVER AND PLANTING MATERIALS PROPOSED FOR INSTALLATION, IS TO BE SUBMITTED UPON AWARDING OF CONTRACT TO THE LANDSCAPE ENGINEER. LIST SHOULD DETAIL, ALL QUANTITIES, SIZES AND QUALITIES SHOWN ON DESIGN PLANS. ANY SUBSTITUTIONS OR DEVIATIONS OF ANY KIND FROM DESIGN PLANS AND SPECIFICATIONS MUST BE APPROVED BY LANDSCAPE ENGINEER.
   - 2.2. ACTUAL SAMPLES OF HUMUS OR TOP DRESSING, TO BE SUBMITTED TO LANDSCAPE ENGINEER FOR APPROVAL. HUMUS SAMPLES MUST BE APPROVED BEFORE APPLICATION WILL BE ALLOWED, (SEE SOIL PREPARATION).
   - 2.3. MAINTENANCE MANUALS, (TWO COPIES) ARE TO BE SUBMITTED UPON COMPLETION OF LANDSCAPE INSTALLATION, AND MAINTENANCE PERIOD. MANUALS ARE TO DETAIL MAINTENANCE INSTRUCTIONS FOR MAINTAINING LANDSCAPE AND IRRIGATION FOR A PERIOD OF ONE YEAR.
   - 2.4. AS-BUILTS FOR LANDSCAPE / IRRIGATION INSTALLATION, ARE TO BE SUBMITTED TO OWNER UPON COMPLETION OF LANDSCAPE / IRRIGATION INSTALLATION. AS-BUILTS TO DETAIL ALL PLANT AND TREE LOCATIONS OR ANY DEVIATIONS WHICH MAY HAVE OCCURRED DURING LANDSCAPE INSTALLATION. AS-BUILTS TO DETAIL ALL PIPING LOCATIONS FOR IRRIGATION SYSTEM. ALL AS-BUILTS ARE TO BE TO SCALE, WITH AT LEAST TWO REFERENCE POINTS.
3. QUALITY ASSURANCE
   - 3.1. QUALITY OF PLANTS SHALL CONFORM TO THE STATE OF CALIFORNIA GRADING CODE OF NURSERY STOCK, NUMBER ONE GRADE, FOR QUALITY AND SIZE, USE ONLY NURSERY GROWN STOCK.
   - 3.2. INSPECTION OF PLANT MATERIAL REQUIRED BY CITY, COUNTY, STATE OR FEDERAL, AUTHORITIES, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL SECURE ALL PERMITS OR CERTIFICATES NECESSARY, PRIOR TO DELIVERY OF PLANTS TO THE SITE.

LANDSCAPE MATERIALS :

PLANTS - PLANTS ARE TO BE SIZE AND VARIETY INDICATED ON DESIGN PLANS. PLANTS SHALL BE HEALTHY, DISEASE FREE, INSECT FREE, AND SHOWING VIGOROUS GROWTH. PLANTS SHALL HAVE A VIGOROUS ROOT SYSTEM. NO ROOT BOUND PLANTS. PLANTS SHALL HEAVE BEEN ESTABLISHED IN CONTAINERS, SHOWING NORMAL SIZE. NO NEWLY UP-SIZED PLANT MATERIALS.

GROUND COVERS - ROOTED CUTTING FROM FLATS OR CONTAINERS. GROUND COVERS TO BE VARIETY AND SIZE INDICATED ON DESIGN PLANS. GROUND COVERS TO BE DISEASE FREE, INSECT FREE AND SHOWING VIGOROUS GROWTH.

TREES - TREES ARE TO BE SIZE AND VARIETY INDICATED ON DESIGN PLANS. TREES SHALL BE HEALTHY, DISEASE FREE, INSECT FREE, AND SHOWING VIGOROUS GROWTH. TREES TO BE SHOWING NORMAL STRONG STRUCTURAL GROWTH. NO ABNORMAL GROWTH PATTERNS. NO ROOT BOUND TREES. TREES SHALL HAVE BEEN ESTABLISHED IN CONTAINERS, SHOWING A NORMAL GROWTH PATTERNS, NO NEWLY UP-SIZED CONTAINERS.

TOPSOIL - STORED SOIL FROM PROJECT. TOPSOIL TO BE FREE FROM ROCKS, STICKS, CONCRETE, DEBRIS, ETC., ALL LANDSCAPE PROJECTS TO HAVE A SOIL ANALYSIS TEST PERFORMED WITH RESULTS IN WRITING, TURNED OVER TO THE LANDSCAPE ENGINEER. SOIL TO BE PREPARED IN ACCORDANCE WITH ANALYSIS TEST RECOMMENDATIONS. CONTRACTOR TO BE RESPONSIBLE FOR COST OF TEST AND SOIL PREPARATION COSTS. OWNER IS TO BE RESPONSIBLE FOR COST OF MATERIALS RESULTING FROM SOIL ANALYSIS NOT COVERED IN SOIL PREPARATION SECTION.

IMPORTED TOPSOIL - IMPORTED TOPSOIL SUBJECT TO APPROVAL OF LANDSCAPE ENGINEER. IMPORTED TOPSOIL TO HAVE SOIL ANALYSIS TEST PERFORMED WITH RESULTS IN WRITING, TURNED OVER TO LANDSCAPE ENGINEER. IMPORTED TOPSOIL TO BE PREPARED IN ACCORDANCE WITH ANALYSIS TEST RECOMMENDATIONS. IMPORTED TOPSOIL REQUIRED ONLY IF NOTED ON DESIGN PLANS. CONTRACTOR TO BE RESPONSIBLE FOR ALL COSTS RELATING TO IMPORTED TOPSOIL.

HUMUS - HUMUS TO BE NITRO-FORTIFIED FOREST HUMUS. ONE QUARTER INCH MAXIMUM SIZE, WITH ONE PERCENT OF NITROGEN ADDED. A RECYCLED PRODUCT MAY BE UTILIZED, SUBJECT TO APPROVAL LANDSCAPE ENGINEER. A ACTUAL SAMPLE OF THE RECYCLED PRODUCT MUST BE SUBMITTED TO LANDSCAPE ENGINEER, BEFORE APPROVAL WILL BE GIVEN.

PLANTING FERTILIZER TABLETS - AGRI-FORM PLANTING TABLETS, TWENTY ONE GRAMS. (20-10-05)

FERTILIZERS - BEST PRODUCTS "TURF SUPREME" (16-06-08), OR APPROVED EQUAL, FOR TURF AREAS. BEST PRODUCTS TRIPLE TWELVE, (12-12-12), OR APPROVED EQUAL FOR GROUNDCOVER AREAS.

TURF - SODDED OR SEEDED AS NOTED ON DESIGN PLANS AND TURF SPECIFICATIONS.

TREE STAKES - 2" X 2" X 8' LODGE POLE TREE STAKES, TWO PER TREE. MINIMUM THREE FIGURE EIGHT TIES PER TREE. GUIDE WIRING MAY BE REQUIRED FOR LARGER TREES.

HERBICIDE - A PRE-EMERGENCE TYPE HERBICIDE IS TO BE APPLIED TO ALL SHRUB AREAS, IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS AND RECOMMENDATIONS. RONSTAR G PRE- EMERGENCE HERBICIDE REQUIRED. CARE IS TO BE TAKEN WHEN USED NEAR SEEDED TURF AREAS.

GYPSUM - AGRICULTURE GRADE GYPSUM.

SOIL PREPARATION

1. CONTRACTOR TO RECEIVE LANDSCAPE AREAS WITHIN ONE TENTH OF A FOOT, OF FINISHED GRADE. ROUGH GRADE TO BE PERFORMED BY OTHERS.
2. A SOIL ANALYSIS TEST IS TO BE PERFORMED ON ALL LANDSCAPE PROJECTS, WITH RESULTS IN WRITING, TURNED OVER TO THE LANDSCAPE ENGINEER. SOIL TO BE PREPARED IN ACCORDANCE WITH ANALYSIS TEST RECOMMENDATIONS.
3. FOR BID PURPOSES ONLY, APPLY NITROGEN-FORTIFIED FOREST HUMUS, IS TO BE APPLIED TO ALL TURF AND GROUND COVER AREAS, AT A RATE OF FOUR YARDS PER ONE THOUSAND SQUARE FEET.
4. FOR BID PURPOSES ONLY, APPLY FERTILIZING, (12-12-12) IS TO BE APPLIED TO ALL TURF AND GROUNDCOVER AREAS, AT A RATE OF TEN POUNDS PER ONE THOUSAND SQUARE FEET,(FOR BID PURPOSES ONLY)
5. AFTER APPLYING SOIL ADDITIVES TO TURF AND GROUNDCOVER AREAS, ROTOR-TILL ADDITIVES TO A DEPTH OF SIX INCHES. SOIL ADDITIVES ARE TO BE MIXED THOROUGHLY.
6. GRADE ALL LANDSCAPE AREAS AS ACCORDING TO FINISH GRADE SPECIFICATIONS. REPORT ANY GRADING DISCARGIES TO LANDSCAPE ENGINEER BEFORE PROCEEDING WITH LANDSCAPE INSTALLATION.
7. CONSTRUCT ANY MOUNDING INDICATED ON DESIGN PLANS, AS ACCORDING TO DESIGN PLANS.
8. CONTRACTOR SHALL PROVIDE EVIDENCE TO LANDSCAPE ENGINEER, THAT SOIL AMENDMENTS AS REQUIRED HAVE BEEN APPLIED, INVOICES FOR ALL SOIL AMENDMENTS MAY BE REQUIRED BY LANDSCAPE ENGINEER. LANDSCAPE ENGINEER IS TO BE NOTIFIED AFTER SOIL AMENDMENTS HAVE BEEN APPLIED, BUT BEFORE ANY ROTOR-TILLING HAS BEGUN, FOR A VISUAL INSPECTION BY THE LANDSCAPE ENGINEER.

PLANTING

1. PLANTING IS NOT TO PROCEED UNTIL IRRIGATION INSTALLATION HAS BEEN COMPLETED AND INSPECTED BY THE LANDSCAPE ENGINEER. ONLY UPON APPROVAL OF THE IRRIGATION INSTALLATION BY THE LANDSCAPE ENGINEER WILL PLANTING BE ALLOWED TO COMMENCE. AT THE DISCRETION OF THE LANDSCAPE ENGINEER, THE IRRIGATION INSTALLATION MAY BE ACCEPTED BY INDIVIDUAL AREAS.
2. PLANTING TO BE PERFORMED BY QUALIFIED PERSONNEL FAMILIAR WITH PLANTING PROCEDURES. A QUALIFIED FOREMAN IS TO BE PRESENT DURING ALL PLANTING PROCEDURES.
3. ALL TREE AND SHRUB PLANTING SHALL BE ACCORDING TO DESIGN PLANS. RELOCATION OF ANY PLANTING DUE TO CONFLICT / IRRIGATION OR OTHER REASONABLE CAUSES, SHALL BE PRE-APPROVED BY THE LANDSCAPE ENGINEER.
4. PLANTING SHALL NOT PROCEED UNDER ADVERSE WEATHER CONDITIONS WHICH MAY CAUSE DAMAGE TO PLANTING MATERIALS.
5. PLANTING PITS ARE TO BE DUG AS ACCORDING TO LANDSCAPE DETAILS. WHERE HARDPAN IS PRESENT, TREES ARE TO BE DRILLED WITH AN EIGHT INCH AUGER TO A DEPTH OF SIX FEET, OR THROUGH HARDPAN LAYER. SEE LANDSCAPE DETAILS FOR PLANTING PIT EXCAVATION AND DRILLING REQUIREMENTS.
6. A BACKFILL MIXTURE CONSISTING OF FIFTY PERCENT NITRO-FORTIFIED FOREST HUMUS AND FIFTY PERCENT NATIVE SOIL IS TO BE USED IN PLANTING OF ALL PLANTING MATERIALS.
7. TREE STAKING SHALL BE AS ACCORDING TO LANDSCAPE DETAILS. GUIDE WIRING MAY BE REQUIRED FOR LARGER TREES.
8. AGRI-FORM TABLETS ARE TO BE APPLIED TO ALL TREES AND SHRUBS AT THE FOLLOWING RATES.
   - ONE GALLON 1 TABLET
   - FIVE GALLON 3 TABLETS
   - FIFTEEN GALLONS 4 TABLETS
   - 24" BOX 6 TABLETS
   - 36" BOX 8 TABLETS
   - 48" BOX 12 TABLETS
9. ALL PLANTS AND TREES TO BE WATERED THOROUGHLY, IMMEDIATELY AFTER PLANTING.
10. CARE IS TO BE TAKEN AS NOT TO DAMAGE PLANTING MATERIALS. ANY DAMAGE TO ROOT BALL OR PLANT STRUCTURE WILL NOT BE ACCEPTED.
11. WHERE DESIGN PLANS CALL FOR GROUNDCOVER UNDER TREES OR SHRUB, GROUNDCOVER SHALL EXTEND UNDER CANOPY OF TREE OR SHRUBS.
12. A PRE-EMERGENT SHALL BE APPLIED TO ALL PLANTING AREAS, ACCORDING TO MANUFACTURER'S INSTRUCTIONS AND OR SPECIFICATIONS. CARE IS TO BE TAKEN WHEN SEEDED OR HYDRO-SEEDED TURF IS PRESENT.

FINISHING GRADING

1. FINISH GRADING SHALL BE SMOOTH AND EVEN IN APPEARANCE. PLANTERS ARE TO BE RAKED TO AN ATTRACTIVE APPEARANCE.
2. FINISH GRADING FOR SEEDED, OR HYDRO-SEEDED AREAS SHALL BE ONE INCH BELOW ALL ADJACENT WALKS, GURBS, PAVEMENTS ETC.
3. FINISH GRADING FOR ALL PLANTER AREAS TO BE ONE INCH BELOW ALL ADJACENT WALKS, CURBS, PAVEMENT ETC., FINISH GRADE TO BE MEASURED FROM TOP OF DEGORATIVE BARK WHEN REQUIRED.
4. FINISH GRADES ARE TO BE COMPLETED BEFORE ANY TURF SEEDING WILL BE PERMITTED.
5. FINISH GRADE FOR SODDED TURF AREAS, IS TO BE ONE INCH BELOW ALL ADJACENT WALKS, CURBS, PAVEMENTS ETC., GRADE TO BE MEASURED FROM TOP OF SOD.

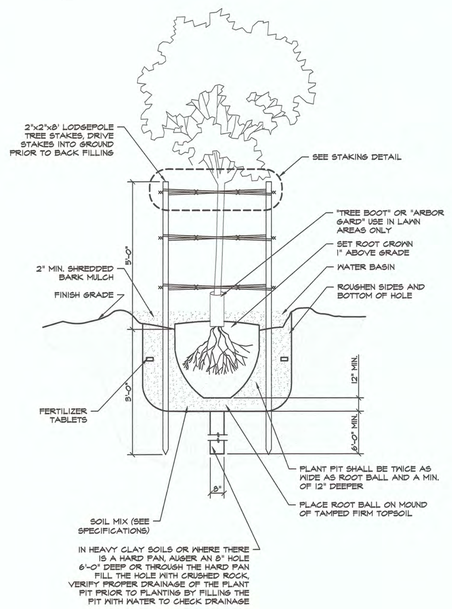
CLEAN UP

1. UPON COMPLETION OF LANDSCAPE INSTALLATION, REMOVE ALL TRASH, DEBRIS, WASTE MATERIALS, EQUIPMENT, ETC., FROM SITE.
2. BROOM CLEAN ALL WALKS, PAVEMENT AREAS, DRIVENAYS, ETC.

MAINTENANCE

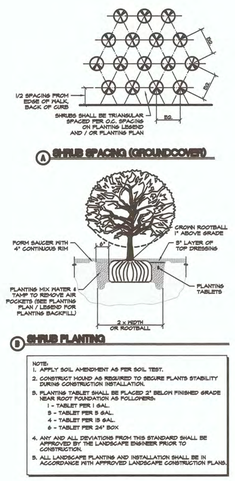
1. MAINTENANCE PERIOD
   - 1.1. LANDSCAPES WITH SODDED TURF, OR LANDSCAPE WITH NO TURF REQUIRED, WILL REQUIRE A THIRTY (30) DAY MAINTENANCE PERIOD.
   - 1.2. LANDSCAPES WITH SEEDED FESCUE TURF WILL REQUIRE A SIXTY (60) DAY MAINTENANCE PERIOD.
   - 1.3. LANDSCAPE WITH A SEEDED BERMUDA TURF WILL REQUIRE A NINETY (90) DAY MAINTENANCE PERIOD.
   - 1.4. MAINTENANCE PERIOD TO BEGIN UPON COMPLETION LANDSCAPE INSTALLATION, WITH LANDSCAPE ENGINEERS, ACCEPTANCE AND APPROVAL. ALL PUNCH LIST ITEMS MUST BE COMPLETED BEFORE LANDSCAPE ENGINEERS APPROVAL WILL BE GIVEN. MAINTENANCE PERIOD TO COMMENCE UPON ACCEPTANCE AND APPROVAL.
   - 1.5. MAINTENANCE PERIOD MAY BE EXTENDED IF TURF AREA GERMINATION REQUIREMENTS HAVE NOT BEEN MET. MAINTENANCE PERIOD EXTENTION WILL BE AT THE DESCRETION OF THE LANDSCAPE ENGINEER. MAINTENANCE EXTENSION WILL BE AT NO COST TO THE OWNER.
2. IRRIGATION SYSTEM
   - 2.1. REPAIR AND ADJUST ALL IRRIGATION HEADS AS NEEDED TO MAINTAIN AN OPERABLE SYSTEM.
   - 2.2. ADJUST IRRIGATION SCHEDULE WEEKLY TO CONFORM WITH PRESENT WEATHER CONDITIONS AND WATER NEEDS.
   - 2.3. CHECK ALL IRRIGATION CIRCUITS WEEKLY FOR BROKEN IRRIGATION HEADS, IRRIGATION HEADS ADJUSTMENT, MALFUNCTIONS, ETC,.
   - 2.4. UTILIZE MULTIPLE START TIMES TO PREVENT RUNOFF.
   -

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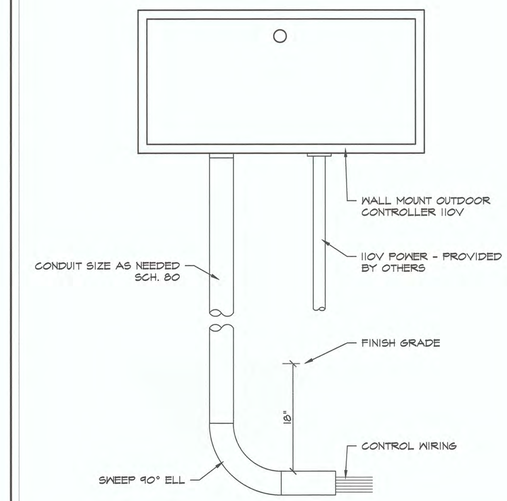
LD1 TREE PLANTING AND STAKING DETAIL

N.T.S.



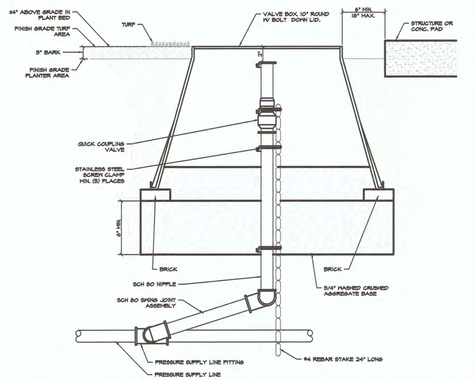
LD4 SHURB(S) PLANTING DETAIL

N.T.S.



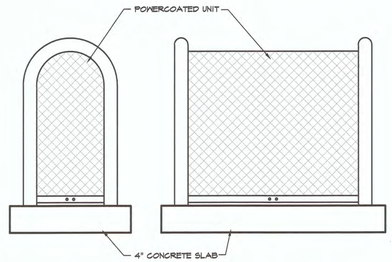
ID4 CONTROLLER MOUNT

N.T.S.



ID9 REMOTE CONTROL VALVE(S)

N.T.S.



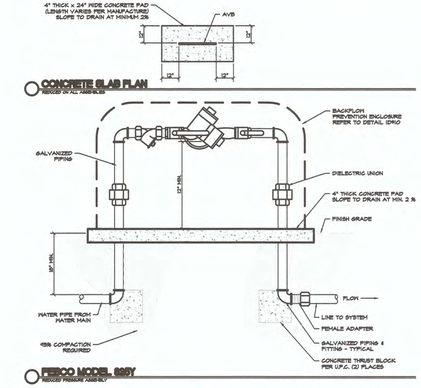
NOTE: SEE MANUFACTURE SPECIFICATIONS AND DETAILS FOR QS MODELS

BACKFLOW PREVENTION ENCLOSURES BY
GARDSHACK ENCLOSURES
3851 E. GROVE ST.
PHOENIX, AR 85040

PH : (602) 426-1002
FAX: (602) 426-1005
WWW.GUARDSHACKENCLOSURES.COM

ID10 BFP GUARD ENCL. - TYPICAL

N.T.S.



NOTE:
1. EXCEPT AS NOTED, ALL PIPING AND FITTINGS SHALL BE GALVANIZED.
2. USE TEFLON TAPE ON ALL THREADED JOINTS
3. ALL MATERIAL SHALL BE NEW AND FREE FROM IMPERFECTIONS.
4. SEE APPROVED LANDSCAPE AND IRRIGATION PLANS AND LEGENDS FOR SPECIFIC MODEL NUMBERS, SIZE, QUANTITY, MANUFACTURE AND PERFORMANCE REQUIREMENTS.
5. ALL TRANSITIONS FROM GALVANIZED PIPE TO PVC SHALL BE CONSTRUCTED WITH SCHEDULE 40 FEMALE ADAPTER.
6. ALL IRRIGATION INSTALLATION SHALL BE IN ACCORDANCE WITH CITY STANDARDS, THE LATEST ACCEPTED EDITION ON THE UNIFORM PLUMBING CODE, MANUFACTURE RECOMMENDATION.

ID13 BACKFLOW PREVENTER ASSEMBLY

N.T.S.

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CVEAS
CENTRAL VALLEY
ENGINEERING & SURVEYING, INC.
2511 LOGAN STREET Tel. (559) 891-8811
SELMA, CA 93662 Fax (559) 891-8815
WWW.CVEAS.COM Email: info@cveas.com

PROJECT
C-STORE GAS STATION AND CAR WASH
1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER RICARDO LEAL No. C 70725 Exp. 06-30-21 CIVIL STATE OF CALIFORNIA

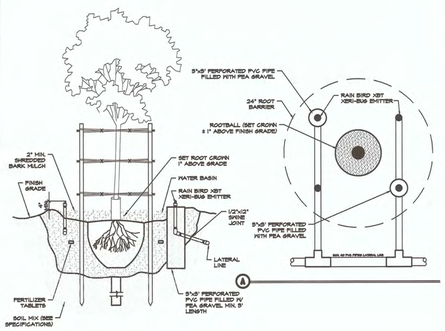
Revisions:	Date:
1 ---	---
2 ---	---
3 ---	---

LANDSCAPE IRRIGATION DETAILS

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DATE: 11-6-2018
PLANNING SUBMITTAL #: AP-16-1189
PLAN CHECK SUBMITTAL #: XX-XXXX
DRAWN BY: AN, ME, KX
CHECKED BY: RL
SCALE: AS NOTED

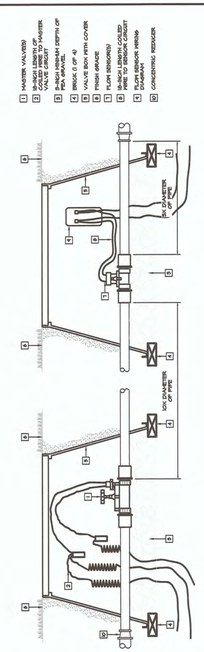
L4.0

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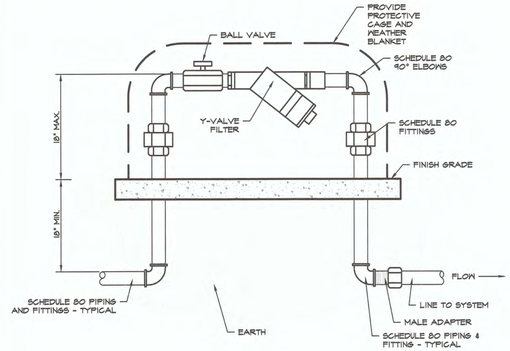
ID20 PC XERI-BUG EMITTER DETAIL

N.T.S.



ID21 MASTER VALVE AND FLOW SENSOR

N.T.S.



ID22 SYSTEM FILTER DETAIL

N.T.S.

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SELMA, CA 93662 Fax (559) 891-8815
WWW.CVEAS.COM Email: info@cveas.com

PROJECT

C-STORE GAS STATION AND CAR WASH
1625 BUCHANAN ROAD
PITTSBURG, CA 94565
APN - 088-030-021

REGISTERED PROFESSIONAL ENGINEER
RICARDO LEAL
No. C 72703
Exp. 06-30-21
CIVIL
STATE OF CALIFORNIA

Revisions:	Date:
1 --	--
2 --	--
3 --	--

IRRIGATION DETAILS

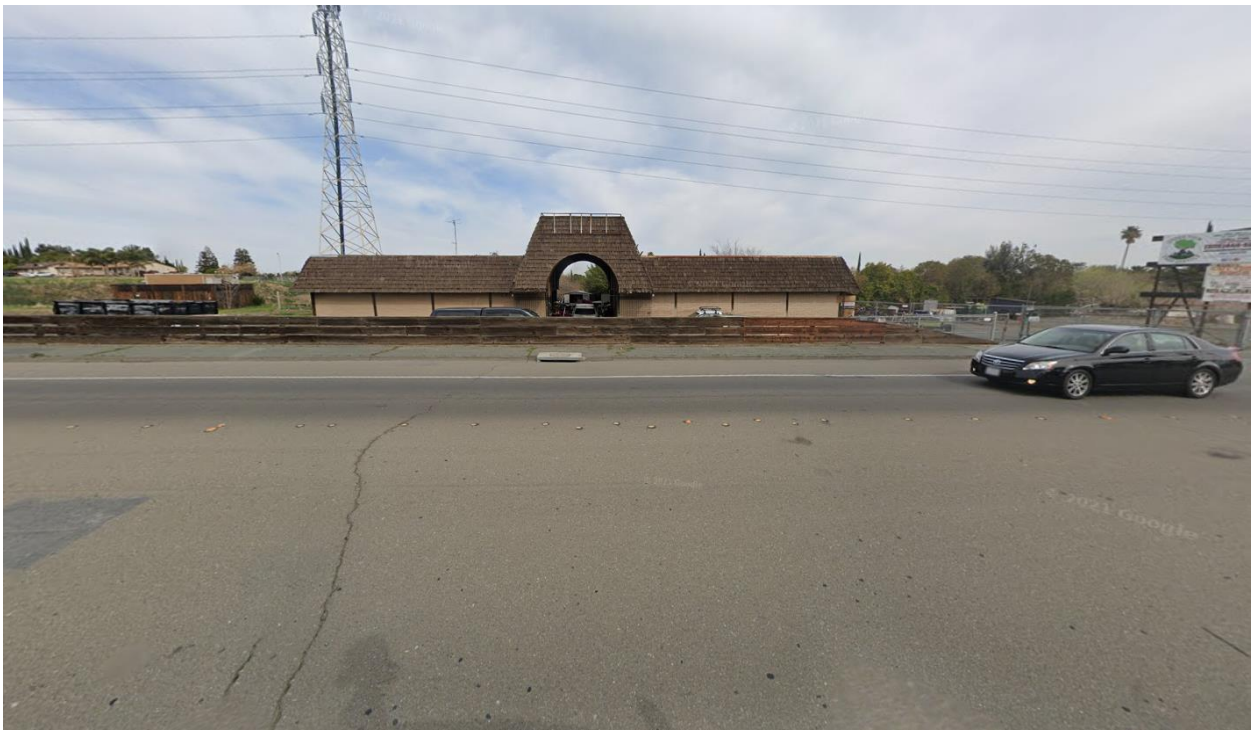
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DATE:	11-6-2018
PLANNING SUBMITTAL #:	AP-16-1189
PLAN CHECK SUBMITTAL #:	XX-XXXX
DRAWN BY:	AN, ME, KX
CHECKED BY:	RL
SCALE:	AS NOTED

L5

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ATTACHMENT 4 – Existing Conditions Photos



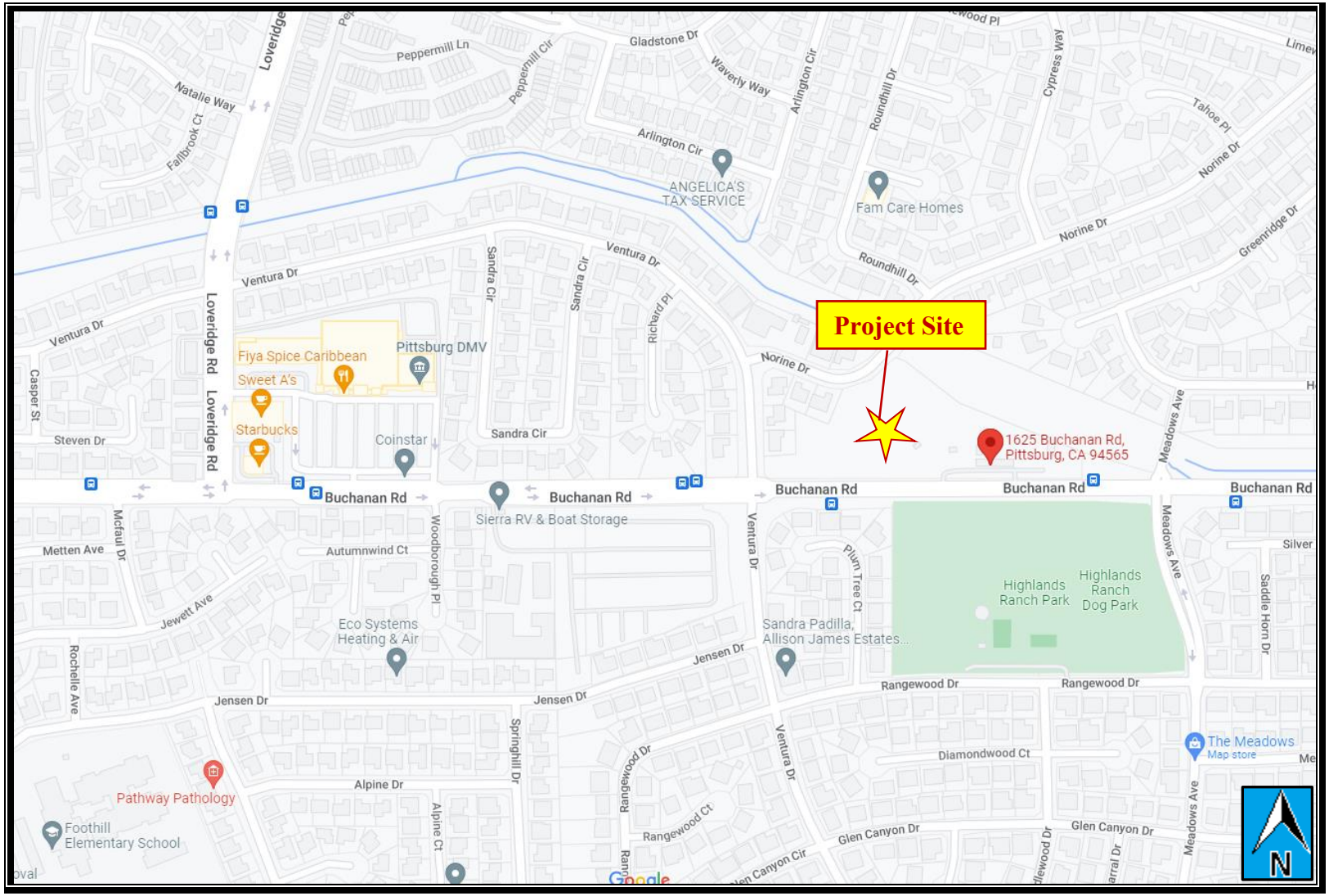







Buchanan

ATTACHMENT 5 – SURROUNDING LAND USES



Attachment 6: General Plan Consistency Table
LMK Petro, AP-16-1189 (GP, RZ, UP, DR).

General Plan Goal/Policy	Analysis
Land Use Element	
2-G-1: Maintain a compact urban form within the City's projected municipal boundary. Ensure that hillside lands not environmentally suitable for development are maintained as open space.	**Consistent.** The proposed new gas station would be infill development surrounded by existing public and residential land uses.
2-G-6: Maintain programs and provide incentives for use of vacant infill land and reuse and revitalization of underutilized sites	**Consistent.** The proposed new gas station would redevelop an underutilized site.
Growth Management	
3-G-4: Maintain programs and provide incentives for use of vacant infill land and reuse and revitalization of underutilized sites.	**Consistent.** The proposed new gas station would redevelop an underutilized site.
3-P-1: Allow urban and suburban development only in areas where public facilities and infrastructure (police, fire, parks, water, sewer, storm drainage, and community facilities) are available or can be provided.	**Consistent.** The proposed new gas station would be located on a site that is currently served by public facilities and infrastructure.
Urban Design	
4-P-3: As part of the development review process, limit building heights and massing where views of the hills from adjacent properties and public spaces could be preserved.	**Consistent.** The proposed project is compliant with the maximum building height established for the proposed CC zoning district and would not obscure views from any adjacent properties or public spaces.
Noise Element	
12-G-1: Protect public health and welfare by eliminating or minimizing the effects of existing noise problems, and by preventing increased noise levels in the future.	**Consistent.** The proposed mitigation monitoring and reporting program includes mitigation measures to address potential impacts of noise generated in the construction phase of the project. With these mitigation measure in place, noise impacts would be minimized for adjacent properties.

Attachment 7
Development Review Design Guidelines (DRDG) Table
LMK Petro, AP-16-1189 (GP, RZ, UP, DR)

DRDG No.	Meets Guideline?
IV.a: Parking areas should be screened from view from any public right-of-way. Parking areas should be broken up to eliminate vast areas of parking especially along street frontages.	**Yes.** The proposed project would include landscaping along the Buchanan Road frontage, screening parking spaces from the public view. Parking for the project is located along the side and rear of the proposed gas station, and not along the street frontage.
IV.b: Provisions should be made for permanent shopping cart corrals in retail shopping centers.	**Not applicable.** The project is not intended as a shopping center. No shopping carts would be used.
IV.c: Existing trees on site should be incorporated into the project site design, unless waived by the City Planner or Planning Commission.	**Yes.** The project will remove some trees but others will remain at the site.
IV.d: Developer should elect, at least, one of the schemes provided in Appendix #1 for screening all utility box transformers, backflow preventers, meters, and junction boxes.	**Conditionally.** A condition of approval states that all air conditioning units, utility boxes, transformers, backflow preventers, meters, and junction boxes shall be substantially screened from public view using a block or retaining wall screen, wood/architectural screen, or dense landscaping screen. Final utility screening methods shall be included on the construction drawings and shall be subject to review and approval by the Planning Division prior to issuance of a building permit.
IV.e: Projects with many buildings (greater than three) should have a variety of building sizes and masses.	**Yes.** Although three structures are proposed for the gas station, they vary in sizes and masses.
IV.f: Continuous horizontal roof lines should be broken up whenever possible. An expanse should not exceed 50 feet in length unless architecture or size dictate a greater expanse.	**Yes.** The project is designed to have modestly scaled structures with varied rooflines to minimize perceive bulk.
IV.g: Building entries should be designed as a focal point. They should be designed to set the theme or be the primary feature of the building or commercial center.	**Yes.** The project's front entry into the mini-mart is designed as a focal point of the building. This is accomplished by the centering the main entrance within a storefront system of glazing framed by stone pediments and centered within a tower element.

IV.h: Building elevations visible from public right-of-ways should be addressed in design review and treated appropriately.	**Yes.** The proposed building has been designed with consistent design elements, materials, colors, along all elevations visible from the public right-of-way.
IV.i: A free-standing structure within an existing commercial or industrial center should be architecturally compatible with the center, including but not limited to materials, colors, and architectural elements.	**Not applicable.** This guideline does not apply because the project would not be proposed as part of an existing commercial or industrial center. All proposed structures for the gas station are architecturally compatible.
IV.j: All roof mounted equipment should be screened completely from view from all public rights-of-way. A site line study may be necessary to determine appropriate screening method.	**Conditionally.** A proposed condition of approval would require the developer ensure all roof-mounted equipment on the new buildings are adequately screened from view.
IV.k: All structures including, but not limited to, 'tilt-up' type structures, should have structural reliefs and articulated entries.	**Yes.** The proposed buildings design include a variety of contrasting materials with different textures to create architectural interest on each of the buildings. The design articulate the walls with pilasters and break up the roof lines to create additional structural relief.
IV.l: Exterior fire escapes, stairs and other appurtenances should be designed or treated as integral parts of the building façade.	**Yes.** Any stairways would be internal to the building.
IV.m: Downspouts should be designed into the façade of the building unless architecturally treated.	**Conditionally.** A condition of approval states, all gutters and downspouts shall be placed behind exterior walls. Final gutter and/or downspout placement shall be identified on the construction drawings and shall be subject to review and approval by the Planning Division prior to issuance of a building permit.
IV.n: Add murals, lattice or some other space-frame type treatment to blank walls visible from public view.	**Yes.** The carwash facility has blank wall that are mitigated with pilasters to minimize visual impacts. The proposed landscaping will further provide some screening.
IV.o: Prototype or 'theme' architecture is discouraged.	**Yes.** The project would not include 'theme' architecture.

IV.p: New or remodeled buildings should be designed to be compatible in design, color and materials with adjacent development.	**Yes.** The proposed building designs are eclectic with hints of Mediterranean, Craftsman and Contemporary elements. The building materials include stucco siding, stone accent pilasters, and tile roofs. A palette of earthtone colors would be applied to exterior fines. The building design, materials, and color scheme would be compatible with the surroundings.
IV.q: The street-oriented elevations shall be designed so as not to present the appearance of a rear elevation.	**Yes.** The proposed buildings has been designed with consistent design elements, materials, colors, along all elevations visible from the public right-of-way.
IV.r: Trash enclosures should include area for collection of recyclables (i.e. space for two 90-gallon containers minimum).	**Conditionally.** A proposed condition of approval requires the proposed project construct of a trash enclosure on site, consistent with the City of Pittsburg Trash Enclosure Design Standards.
DRDG No.	**Meets Guideline?**
VI.D.1: Roofs should be designed to integrate renewable energy systems and provide a cool urban environment.	**Conditionally.** To satisfy this guideline, staff recommends the Commission adopt a condition of approval requiring installation of cool roofs with pre-wired, solar-ready surfaces.
VI.D.2: Urban heat island impacts should be minimized through shading or paving material design choices.	**Conditionally.** The proposed plans show trees proposed at various locations for screening and shading. In addition, a landscape plan is required as a condition of approval to provide at a minimum 10% site coverage. Together this would help to reduce the urban heat island effect.
VI.D.3: Hardscapes should be constructed with permeable surfaces. Impermeable surfaces may be used if they direct all runoff toward an appropriate permanent infiltration feature.	**Yes.** The proposed project is designed with concrete and asphalt surfaces that will drain to landscape swales areas to comply with C-3 requirements.
VI.D.4: Design choices should incorporate or prepare for electric vehicle charging or used vegetable oil fueling infrastructure.	**Conditionally.** To satisfy this guideline, staff recommends the Commission adopt a condition of approval requiring installation of electric vehicle parking spaces with full electric vehicle supply equipment.

VI.D.5: Fuel cell technology should be considered where other renewables are infeasible.	**Not applicable.** See comment under DRDG VI.D.1.
VI.D.6: Reclaimed water should be used for as much non-potable water uses as feasible and practical.	**Not Applicable.**
VI.D.7: Large commercial and institutional facilities that are anticipated to employ more than 50 employees should consider providing on-site shops and services for those employees.	**Not applicable.** The proposed project does not include a commercial or institutional use anticipated to employ more than 50 people.
VI.D.8: Street side building faces should encourage walking.	**Yes.** The project's main entrance would be oriented towards the gas pumps, and pedestrian paths would lead to the mini-mart and the sidewalk from the main entrance.
VI.D.9: Secure bicycle parking facilities should be provided for at least 10 percent of expected peak hour trips.	**Conditional:** A condition has been added to require the project to provide bicycle racks to accommodate up to 6 bicycles in compliance with PMC section 18.78.045.

Attachment 8: Development Standards Consistency Table
LMK Petro, AP-16-1189 (GP, RZ, UP, DR).

Development Regulations: *Proposed CC District*	**Requirement:**	**Proposed Project:**
Minimum Lot Area:	5,000 sq. ft.	5 acres (217,800s.f.)
Minimum Lot Width:	50 feet	83 feet
Minimum Yards:	-	-
Front:	15 ft	Approximately 20 ft
Side:	-	Approximately 8 feet
Rear (adjacent to an R or residential PD district):	10	>10 feet
Maximum Height of Structures:	60 feet	33 feet
Maximum Lot Coverage:	50%	4.9%
Maximum FAR:		0.05
Minimum Site Landscaping:	10%	Conditioned to meet this requirement with full landscape plans
Required Parking (Service station & Automobile Washing: 4 plus 1 per 500 sq. ft.)	26 stalls	33 stalls

ATTACHMENT 9

NOTICE OF PUBLIC HEARING

The City of Pittsburg City Council will hold a public hearing on:

Date: October 2, 2023

Time: 5:30 p.m.

Place: CITY OF PITTSBURG MARINA CENTER
340 MARINA BOULEVARD, PITTSBURG, CA 94565

Concerning the following matter:

LMK Petro: AP-16-1189 (GPA, RZ, UP, DR)

Appeal of the Planning Commission's Decision not to Recommend City Council Adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as proposed, and Approval of the LMK Petro Use Permit and Design Review Applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with Alcoholic Beverage Sales.

The proposed development would require the following land use applications:

- General Plan Amendment (GPA) to change the site's land use designation from Low Density Residential (LDR) to Community Commercial (CC).
- Rezone from Residential Single-Family 6,000 Square Foot (sq. ft.) Minimum Lot Size (RS-6) to Neighborhood Commercial (CN).
- Use Permit pursuant to CN zoning regulations to allow for the operation of a gas station with a convenience store, and car wash as accessory uses on the project site.
- Design Review for new construction of the proposed facility.

The proposed project is subject to the California Environmental Quality Act (CEQA), and the State CEQA Guidelines (Public Resources Code Section 21080). Pursuant to the provisions in the State CEQA Guidelines, an Initial Study was prepared for the Project. Based on the analysis in the study, it was determined that potentially significant impacts of the project could be lessened through specified mitigations, and subsequently, a Mitigated Negative Declaration was prepared. On October 24, 2022, a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was distributed for a 30-day public review, in accordance with CEQA Guidelines Section 15105(b). Public distribution of the NOI consisted of delivery to the County Clerk's Office, the State Clearing House, and posting at the subject site as well as on the City's website.

The minimum 30-day public review and comment period for this environmental determination which began on Monday, October 24, 2022, was extended on November 10, 2022, with direct mailings of the NOI to all interested parties and owners/occupants of the properties directly contiguous with the project with an extended Comment Deadline that closed on Monday, December 12, 2022, 8:00 a.m. in accordance with CEQA Guidelines section 15072.

You are invited to submit comments regarding any aspect of this matter in writing or verbally at the October 2, 2023, public hearing. If you challenge the above matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

Anyone who wishes to comment on the findings of this environmental analysis must submit these comments in writing to Maurice Brenyah-Addow, Senior Planner, via mail at 65 Civic Avenue, Pittsburg, CA, by telephone at (925) 252-4261, through e-mail at mbrenyah-addow@pittsburgca.gov, or by fax at (925) 252-4814.



JOHN FUNDERBURG III
ASSISTANT DIRECTOR OF PLANNING

CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
December 13, 2022

ITEM: **Resolution Recommending City Council adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as proposed, and approval of the LMK Petro Use Permit and Design Review applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with Beer and Wine Sales for "LMK Petro, AP-16-1189 (GP, RZ, UP, DR)."**

ORIGINATED BY: Shashi Sharma, on behalf of LMK Petro, 1346 S. Blaney Avenue, San Jose, CA 95129

SUBJECT: This is a request for recommendation of City Council approval of a General Plan amendment, Zoning Map amendment, Use Permit and Design Review to construct a new gas station with ancillary uses including a Convenience Store, and a Car Wash on a five-acre parcel located at 1625 Buchanan Road. The gas station is proposed to have a 4,253 sq. ft. fuel canopy over a four-island gas pumps serving eight cars, a 3,850 sq. ft. convenience store with a deli and ABC license to sell beer and wine, and a 2,800 sq. ft. car wash facility. The proposed development would require the following land use applications: 1) General Plan Amendment (GPA) to change the site's land use designation from Low Density Residential (LDR) to Community Commercial (CC); 2) Rezone from Residential Single-Family 6,000 Square Foot (sq. ft.) Minimum Lot Size (RS-6) to Neighborhood Commercial (CN); 3) Use Permit pursuant to CN zoning regulations to allow for the operation of a gas station with a convenience store with ABC license to sell beer and wine, and car wash as accessory uses on the project site; and 4.) Design Review for new construction. An Initial Study / Mitigated Negative Declaration (IS/MND) to address California Environmental Quality Act (CEQA) requirements has been prepared for the proposed project and has been circulated for public review and comments. Assessor's Parcel No. 088-030-021.

RECOMMENDATION:

Staff recommends that the Commission: 1) review the initial study and proposed mitigated negative declaration for the project, and then: 2) adopt a Resolution recommending City Council approval of a General Plan map amendment, Zoning Map amendment, Use Permit and Design Review application.

BACKGROUND:

The project site was originally developed in 1970 as the Burgess Nursery and Garden Center, which included rezoning of the 5-acre parcel to Neighborhood Commercial. As part of the City's 1990 Comprehensive Zoning Update the site was rezoned to its current zoning of RS-6.

On September 15, 2016, Shashi Sharma, on behalf of LMK Petro, filed Planning Application No. 16-1189, requesting approval of: 1) a General Plan amendment; 2) a zoning map amendment; 3) use permit to establish a convenience market and drive-through car wash; and 4) design review to construct the new development. The project has undergone several reviews by staff and was also presented to the Planning Commission at a study session on August 8, 2017.

PROJECT DESCRIPTION:

Existing Conditions: The project consists of a flat area along Buchanan Road with the 2 original Burgess Nursery buildings that are planned to be removed. A 50'-wide PG&E easement with high power lines crosses the project site from east to west, just north of the Burgess Nursery buildings. Immediately north of the PG&E easement, the site topography drops by approximately 20 feet into a small valley area that was previously used for landscape material storage in connection with the nursery business. The northernmost property boundary is bordered by Norine Drive and the Contra Costa Canal.

Proposed Project: Removal of two existing buildings, site grading, and construction of three new structures, consisting of a mini-mart, an automotive fueling station with canopy, and a car wash.

GENERAL PLAN/CODE COMPLIANCE:

General Plan Amendment: The project site is located in the Buchanan Planning Subarea of the General Plan and is designated Low Density Residential; however, a general plan amendment has been requested to reclassify the site as Community Commercial.

Rezoning Request: The site is currently located within the RS-6 Zoning District; however, the applicant has also requested a rezoning to the CN (Neighborhood Commercial) District.

With the new General Plan classification and zoning proposed, the development would require a use permit and design review approval prior to establishment of the use on site.

Pursuant to Pittsburg Municipal Code section 18.48.030, the Planning Commission shall include written findings to support any recommendation it makes to the City Council to amend the Zoning Ordinance.

Environmental: The proposed project is subject to the California Environmental Quality Act (CEQA), and the State CEQA Guidelines (Public Resources Code section 21080). Pursuant to the provisions of the State CEQA Guidelines, an Initial Study was prepared

for the Project. Based on the analysis in the study, the Planning Manager determined that potentially significant effects of the project could be lessened through specified mitigations, and subsequently, a draft Mitigated Negative Declaration (MND) was prepared. On October 24, 2022, a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was distributed to the public for a 30-day review, in accordance with CEQA Guidelines section 15105(b). Public distribution of the NOI consisted of delivery to the County Clerk's Office, posting on the City's website, and (also on November 10, 2022) direct mailing to all interested parties and owners/occupants of the properties directly contiguous with the Project, in accordance with CEQA Guidelines section 15072.

Required Findings – General Plan Map Amendment: Under Government Code section 65358, the legislative body (City Council) of a local government agency may amend its general plan, in whole or in part, if it finds that the amendment would be in the public interest. No more than four general plan amendments to each required element may be adopted within one calendar year. For calendar year 2022, the City Council has adopted one amendment to the General Plan Land Use Element.

California Government Code and Pittsburg Municipal Code (PMC) identify the Planning Commission as the advisory body to the City Council on amendments to the general plan. Government Code section 65353(a) requires that the Commission conduct at least one public hearing prior to making its recommendation on a proposed general plan amendment.

Required Findings – Zoning Map Amendment: PMC section 18.16.020 identifies the Planning Commission as the advisory body to the City Council on proposed changes to the zoning map, and PMC 18.48.030 requires that the Commission determine, prior to making its recommendation, whether or not:

A. the change proposed is consistent with the objectives, policies, general land uses and programs specified in the General Plan and applicable specific plan;

B. a community need is demonstrated for the change proposed; and

C. its adoption would be in conformity with public convenience, general welfare and good zoning practice.

Required Findings - Use Permit: In accordance with PMC section 18.16.040, a use permit may be granted only if the Planning Commission can make findings that the proposed use:

A. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;

B. is not detrimental to the health, safety, and general welfare of the City;

C. will not adversely affect the orderly development of property within the City;

D. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City;

E. is consistent with the objectives, policies, general land uses and programs specified in the general plan and applicable specific plan;

F. will not create a nuisance or enforcement problem within the neighborhood;

G. will not encourage marginal development within the neighborhood;

H. will not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law; and

I. is consistent with the City's approved funding priorities.

Required Findings – Design Review: In order to recommend design review approval to the City Council (pursuant to the direction of PMC 18.36.230), the Commission must determine, in accordance with PMC section 18.36.220.B, that:

A. the structure conforms with good taste, good design and in general contributes to the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality;

B. the structure would be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable;

C. the exterior design and appearance of the structure is not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value;

D. the structure is in harmony with proposed developments on land in the general area; and

E. the application conforms with the criteria set forth in any applicable City adopted Design Guidelines.

Public Notice: On or prior to December 2, 2022 (and also on November 10, 2022), in accordance with Government Code sections 65090 and 65091, and PMC section

18.14.020, a "Notice of Public Hearing," for the December 13, 2022, public hearing on this item was posted at City Hall; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies whose services might be affected by this project, and to individuals who had previously filed written request for such notice. On November 21, 2022, the notice was published in the East County Times; The notice was also posted on www.nextdoor.com ("Nextdoor") and was sent directly to all subscribed residents in the "Diamond Hillside", "Los Medanos", "Mosic Apartments" and the "Ventura" neighborhoods.

ANALYSIS:

To recommend approval of a General Plan amendment, the Planning Commission must find that the amendment proposed would be in the public interest. Staff believes this finding can be made because the proposed land use change would facilitate the adaptive reuse of an existing underutilized parcel, to provide for an automotive service station and other related convenience services to the local community. The amendment will also aid the City in achieving its economic development objectives, by enhancing the assessed value of the land and bringing in new businesses to increase sales tax and business tax revenue for the City.

To recommend approval of a zoning change, the Planning Commission must find that the amendment proposed is consistent with the objectives, policies, general land uses and programs specified in the General Plan; The proposed project would be consistent with General Plan Land Use Element Goals 2-G-1, 2-G-6, 3-G-4, 3-P-1, 4-P-3, and 12-G-1, as it is an infill development located on an underutilized site, on a site that is currently served by public facilities and infrastructure, that complies will all required development standards and expected to serve communities in the Buchanan Planning Subarea. Staff believes the proposed amendment would be consistent with the objectives of the General Plan.

To recommend approval of a zoning change the Planning Commission must find that a community need is demonstrated for the change proposed. Attracting more businesses to further economic development in the City directly addresses a major community need for jobs and services. The project intends to hire 25 to 30 employees from the community. The surrounding community is mostly residential with the closest gas station about 1.2 miles from the subject site. Therefore, the proposed automotive and convenience services at the subject site will serve the needs of the surrounding community.

Also to recommend approval of the zoning change, the Planning Commission must find that its adoption would be in conformity with public convenience, general welfare and good zoning practice. The proposed project would provide a public convenience and necessity for the surrounding residents in the form of easier access to automobile

refueling and cleaning services and retail for convenience items which would result in their general welfare.

The project complies with all Use Permit and Design Review findings. Redevelopment and related improvements include a 4,260 square-foot new fuel canopy to accommodate 4 dispensing islands and 8 cars at a time, a 3,850 square-foot new convenience store with ABC 21 license for beer and wine; a 2,800 square-foot new car wash facility, and associated infrastructure and site improvements of the underutilized site would also enhance the appearance of neighborhood, improve property values, and attract additional investment in the area.

The new establishment is planned to operate 24-hours a day (Sunday through Saturday), with 25 to 30 employees and anticipated to generate 60 to 100 customers throughout the day. Security cameras will be mounted at both interior and exterior points and on designated hooded light poles throughout the premises. The gas canopy will have 4 total dispensing islands to accommodate 8 vehicles at a time. There will be three on-site access driveways 21 Standard and 2 Accessible parking spaces. Outdoor Lighting will include hooded parking light(s) to minimize glare and exterior building wall sconces(s) and/or wall-packet mounted LED light(s).

Of the 26 parking stalls required for the project, at least 1 (one) Electric Vehicle (EV) spaces with Electric Vehicle Supply Equipment (EVSE) shall be required to be installed, consistent with Guideline IV.D.4 of the City of Pittsburg Development Review Design Guidelines (Planning Commission Resolution No. 9864). The installed EVSE shall be 'Level 2', capable of charging at 30 amperes or higher at 208 or 240 volts. The appropriate permissive and regulatory signage shall be required to be provided immediately adjacent to each EV space in accordance with California Manual on Uniform Traffic Control Devices and Title 24 of the California Building Code. Alternatively, a battery switching station, and sufficient solar photovoltaic panels to fully charge a number of electric vehicles equivalent to 25% of the estimated average daily trips, should be installed.

The site will have a trash enclosure planned for 3-4 trash pick-ups per week. One monument sign facility is planned for the site but will be submitted for review under a separate permit application. The new landscaping along the Buchanan Road frontage would enhance the appearance of the site and help soften the visual impact of any grading at the site.

CEQA Analysis: The proposed project is subject to the California Environmental Quality Act (CEQA), and the State CEQA Guidelines (Public Resources Code section 21080). Pursuant to the provisions of the State CEQA Guidelines, an Initial Study was prepared for the Project and based on the analysis in the study, the Planning Manager determined that potentially significant effects of the project could be lessened through

specified mitigations, and subsequently, a draft Mitigated Negative Declaration (MND) was prepared.

The following is a summary of the potential environmental impacts identified in the initial study and the Mitigation Measures proposed to address those impacts:

An Arborist Report was prepared to evaluate the health and structural condition of the trees within the project area to determine which trees could be preserved and removed, and provide guidelines for tree preservation during the design, construction, and maintenance phases of development. The Arborist Report concluded that 17 trees would require removal during development of the proposed project, including all 10 protected trees identified on-site. However, five of the 10 protected trees were determined to require removal due to poor health, structure, and/or form, and, therefore, were not suitable for preservation. A mitigation measure requiring that prior to the removal of any on-site protected tree(s), a tree removal permit application shall be prepared consistent with Section 18.84.845 of the City's Municipal Code, subject to review and approval by the City of Pittsburg Planning Division has been proposed for the project. Further, all protected trees proposed for removal, shall comply with all tree replacement standards or payment of in-lieu fees pursuant to Section 18.84.855 of the Municipal Code.

Cultural and Historical Resources: The proposed project would include demolition of the existing on-site structures, which were constructed in 1970. The Office of Historic Preservation (OHP) has determined that structures in excess of 45 years of age could be important historical resources, and former building and structure locations could be important archaeological sites; however, the onsite structures are not associated with any important events or people who would have contributed to local, California, or United States history. Therefore, the structures are not eligible for Criterion 1 or Criterion 2 of the California Register. The structures are of simple design and do not embody distinctive characteristics of a type, period, or method of construction; therefore, the structures are not eligible for Criterion 3 of the California Register. Criterion 4 is typically utilized for determining the importance of archaeological sites; therefore, the on-site structures would be ineligible for such a classification under Criterion 4. Furthermore, a records search by the NAHC of the Sacred Lands File resulted in negative findings of cultural resources on the project site.
However, considering that unknown archaeological resources, including human remains, and/or historic resources have the potential to exist on-site, ground-disturbing activity related to project construction could encounter such resources. Therefore, the proposed project could cause a substantial adverse change in the significance of a historic or archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of formal cemeteries during construction.

Thus, impacts could be considered potentially significant and as a mitigation, prior to approval of Improvement Plans, plans shall be reviewed by the Pittsburg Community Development Department to ensure if any prehistoric or historic artifacts, or other indications of cultural deposits are found once ground disturbing activities are underway, all work within the vicinity of the find(s) shall cease, the Community Development Department shall be notified, and the find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique paleontological or archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available (CEQA Guidelines Section 15064.5). Work may continue on other parts of the project site while historical or unique archaeological resource mitigation takes place (Public Resources Code Sections 21083 and 21087).

Also, the mitigation measures direct that in the event of the accidental discovery or recognition of any human remains, further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur until the County Coroner has been notified to determine if an investigation into the cause of death is required. If the coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. If the Native American Heritage Commission is unable to identify a most likely descendant or most likely descendant fails to make a recommendation within 48 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner, then the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the City's Community Development Department.

Tribal Cultural Resource: A search of the NAHC Sacred Lands File did not yield any information regarding the presence of Tribal Cultural Resources within the project site or the immediate area. In compliance with AB 52 (Public Resources Code Section 21080.3.1), project notification letters were distributed to the Amah Mutsun Tribal Band of Mission San Juan Bautista, Confederated Villages of Lisjan, Guidiville Indian Rancheria, Indian Canyon Mutsun Band of Costanoan, Muwekma Ohlo North Valley Yokuts Tribene Indian Tribe of the San Francisco Bay Area, Ohlone Indian Tribe, and Wilton Rancheria on May 12, 2021. On May 26, 2021, the Confederated Villages of

Lisjan requested the NWIC cultural resource records search results and NAHC Sacred Lands File results, which were provided to the Tribe. Requests to consult were not received within the required response period. Based on the location and lack of identified cultural resources at the site, known Tribal Cultural Resources do not exist within the project site. Nevertheless, the possibility exists that construction of the proposed project could result in a substantial adverse change in the significance of a Tribal Cultural Resource if previously unknown cultural resources are uncovered during grading or other ground-disturbing activities. Thus, a potentially significant impact to tribal cultural resources could occur.

The same Mitigation Measure(s) Implementation for Cultural Resources above would reduce the above impact to a less-than-significant level.

Noise: Based on the operation of the proposed project it was determined that it would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan and Municipal Code. However, given the noise levels generated by standard construction equipment, the proposed project could result in a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan and Municipal Code during project construction. Thus, a potentially significant impact could occur.

Implementation of the following mitigation measures would reduce the above potential impact to a less-than-significant level. To the maximum extent practical, as determined by the City of Pittsburg Planning Division, the following measures shall be implemented during project construction:

- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition;
- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, State, or local agency shall comply with such regulations while in the course of project construction;
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible;
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors;
- Project area and site access road speed limits shall be established and enforced during the construction period; and
- Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

The above requirements shall be included via notation on project grading plans, subject to review and approval by the City of Pittsburg Community Development Department

As described in the IS/MND, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, other applicable local and State regulations, in addition to the mitigation measures included herein. Therefore, with mitigation incorporated, the proposed project would result in a less-than-significant impact.

Development Review Design Guidelines (DRDG): The City's DRDG provide additional framework for the Design Review of development projects. These Guidelines were adopted on November 9, 2010, with Planning Commission Resolution Number 9864. As shown in Attachment 6 of this Report, the proposed project complies or conditionally complies with the City's DRDGs.

ACTION REQUIRED:

Move to adopt a Resolution recommending City Council adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as proposed, and approval of the LMK Petro Use Permit and Design Review applications for an Automobile Service Station with an Automated Car Wash, Convenience Store with Beer and Wine Sales subject to the proposed Conditions of Approval and Mitigation Monitoring Program.

ATTACHMENTS:

1. Proposed Resolution
    a. Exhibit A – Initial Study/Mitigated Negative Declaration
    b. Exhibit B – Mitigation Monitoring and Reporting Program
    c. Exhibit C – General Plan Map Amendment
    d. Exhibit D – Zoning Map Amendment
2. Project Plans
3. Existing Conditions Photos
4. Map of Surrounding Land Uses
5. General Plan Consistency Table
6. DRDG Consistency Table
7. Development Standard Consistency Table
8. Notice of Public Hearing/Vicinity Map

Prepared by: Maurice Brenyah-Addow, Senior Planner

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution not recommending City Council Adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as Proposed, and City Council Approval of the LMK Petro Use Permit and Design Review Applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with Alcoholic Beverage Sales for "LMK Petro, AP-16-1189 (GP, RZ, UP, DR)."	)	Resolution No. 10214

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

A. On September 15, 2016, Shashi Sharma, on behalf of LMK Petro, filed Planning Application No. 16-1189, requesting approval of: 1.) General Plan Amendment (GP) to change the site's land use designation from Low Density Residential (LDR) to Community Commercial (CC); 2.) Rezone from Residential Single-Family 6,000 Square Foot (sq. ft.) Minimum Lot Size (RS-6) to Neighborhood Commercial (CN); 3.) Use Permit pursuant to CN zoning regulations to allow for the operation of a gas station with a convenience store with ABC license to sell beer and wine, and car wash, as accessory uses on the project site; and 4.) Design Review for new construction. The project has undergone several reviews by staff and was also presented to the Planning Commission at a study session on August 8, 2017.

B. The proposed project is governed by the applicable goals and policies of the Pittsburg General Plan and the Pittsburg Municipal Code (PMC).

C. Pursuant to PMC section 17.16.100, an applicant may request that two or more applications for separate discretionary approvals, including zoning amendments under Title 18 of this Code, requested or required in conjunction with a project be consolidated.

D. Under Government Code section 65358, the legislative body of a local government agency may amend its general plan, in whole or in part, if it finds that the amendment would be in the public interest. No more than four general plan amendments to each required element may be adopted within one calendar year. In this calendar year so far, the City Council has adopted one amendment(s) to the General Plan Land Use Element.

E. The California Government Code and Pittsburg Municipal Code (PMC) identify the Planning Commission as the advisory body to the City Council on amendments to the general plan. Government Code section 65353(a) requires that the Commission conduct at least one public hearing prior to making its recommendation on a proposed general plan amendment.

F. Pittsburg Municipal Code ("PMC") section 18.16.020 identifies the Planning Commission as the advisory body to the City Council on proposed changes to the zoning map. Prior to making a recommendation, the Planning Commission must find, in accordance with PMC 18.48.030, that:

1. The change proposed is consistent with the objectives, policies, general land uses, and programs specified in the General Plan and applicable specific plan;

2. A community need is demonstrated for the change proposed; and

3. Its adoption will be in conformity with public convenience, general welfare, and good zoning practice.

G. The project is subject to the California Environmental Quality Act ("CEQA") (Public Resources Code 21000-21189) and the State CEQA guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387).

H. The proposed project is subject to the California Environmental Quality Act (CEQA), and the State CEQA Guidelines (Public Resources Code section 21080). Pursuant to the provisions of the State CEQA Guidelines, an Initial Study was prepared for the project. Based on the analysis in the study, the Planning Manager determined that potentially significant effects of the project could be lessened through specified mitigations, and subsequently, a Mitigated Negative Declaration was prepared.

I. On October 24, 2022, a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was distributed to the public for a 30-day review, in accordance with CEQA Guidelines section 15105(b). Public distribution of the NOI consisted of delivery to the County Clerk's Office, posting on the City's website, and on November 10, 2022, direct mailing to all interested parties and owners/occupants of the properties directly contiguous with the project, in accordance with CEQA Guidelines section 15072.

J. On or prior to December 2, 2022, in accordance with Government Code section 65091 and Pittsburg Municipal Code (PMC) section 18.14.020, a "Notice of Public Hearing" for the December 13, 2022, public hearing on this item was posted at City Hall and at and near the project site; was delivered to the Pittsburg Library; was mailed via first class mail to the applicant and property owner, to owners of property located within 300 feet of the project site, and to local service agencies anticipated to provide services to the business; and was mailed via first class mail or email to individuals and organizations who had previously filed written request for such notice. A copy of the notice was also placed on the "Public Notices" page of the city

website on December 2, 2022. The notice was also posted on www.nextdoor.com ("Nextdoor").

Section 2. Findings

Based on the Planning Commission Staff Report dated December 13, 2022, and entitled, "Resolution Recommending Approval of a General Plan Amendment, Zoning Map Amendment, Use Permit for an Automobile Service Station with Convenience Store with Beer and Wine Sales, Automated Car Wash, and Approving Design Review of Site Improvement and Architectural Plans for the Construction of a Fueling Station with Three Buildings and a Canopy, for "LMK Petro, AP-16-1189 (GP, RZ, UP, DR)." and based on all the information contained in the Planning Division files on the project, incorporated here by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, in the custody of the Planning Manager, and based on all written and oral testimony presented at the meeting, the Planning Commission finds that:

1. All recitals above are true and correct and are incorporated herein by reference.

2. The Planning Commission cannot make the following Findings below to recommend adoption of the resolution.

Zoning Map Amendment

A. and B. The change proposed is consistent with the objectives, policies, general land uses and programs specified in the General Plan and applicable specific plan and a community need is demonstrated for the project.

This finding cannot be made because the project area is predominantly developed with residential uses and the proposed project would be incompatible with the surrounding land uses. Rezoning the site from residential to commercial would not be consistent with the character of the existing community.

Use Permit

B. Is not detrimental to the health, safety, and general welfare of the City.

This finding cannot be made because the project sites historical land uses are of a concern and the proposed projects proximity to the canal and not having a large enough buffer is a health and safety concern.

Section 3. Recommendation

Based on the findings set forth above, the Planning Commission y does not recommend forwarding to City Council for Adoption an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as Proposed; and City Council Approval of the LMK Petro Use Permit and Design Review Applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with Alcoholic Beverage Sales for "LMK Petro, AP-16-1189 (GP, RZ, UP, DR)."

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner Robinson, seconded by Commissioner Kobata, the foregoing resolution was passed and adopted the 13th day of December 2022, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES: Tolliver, Kobata, Popova, Robinson

NAYES: Foster

ABSTAIN: Jackson

ABSENT:

I hereby certify that the above Resolution No. 10214 was adopted by the Planning Commission of the City of Pittsburg on December 13, 2022 .



_____

JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

MINUTES
OF A REGULAR MEETING
OF THE
PITTSBURG PLANNING COMMISSION

December 13, 2022

A regular meeting of the Pittsburg Planning Commission was called to order by Chair Robinson at 7:00 p.m. on Tuesday, December 13, 2022, in the Council Chamber at City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Chair Robinson, Vice-Chair Popova, Commissioners Foster, Jackson, Kobata, Tolliver

Staff: City Attorney Donna Mooney, Director of Community and Economic Development Jordan Davis, Assistant Director of Planning John Funderburg, Senior Planner Maurice Brenyah-Addow, Associate Planner Alison Hodgkin, Associate Planner Kelsey Gunter, Administrative Coordinator Candace Hatch

PLEDGE OF ALLEGIANCE

Commissioner Jackson led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

There were no deletions, withdrawals, or continuances.

COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

PRESENTATIONS

There were no presentations.

CONSENT

1. Minutes of November 22, 2022

2. Harbor Street Church (Chosen Remnant), AP-22-0084 (UP). Approval of a Use Permit application for a religious assembly facility located at 1150 Harbor Street.

3. Jointer Elite Fitness Academy, AP-22-0099 (UP). Approval of a Use Permit application to establish a fitness academy studio on the ground floor of an existing commercial space located at 645 Railroad Avenue.

On motion by Vice-Chair Popova, seconded by Commissioner Foster to approve the consent items and carried by the following vote:

AYES: Foster, Jackson, Kobata, Popova, Robinson, Tolliver
NAYES: None
ABSTAIN: None
ABSENT: None

PUBLIC HEARING

City Attorney Donna Mooney stated that due to a conflict of interest and/or real property pertaining to Item #No. 4, Commissioner Tolliver must recuse herself and she dismissed herself for this item and left the Council Chamber.

4. San Marco Commercial Center Project – Phase II, AP-22-0118 (UP, DR, SR-PR)

A public hearing to approve a Use Permit, Design Review and Master Sign Program review of Phase II of the previously approved San Marco Commercial Center project. The project site is located at the southeast corner of San Marco Boulevard and W. Leland Road. Phase I of the project was approved in April 2021 and consisted of an approximately 23,204-square-foot anchor tenant building to be occupied by a potential grocery store (Sprouts). Phase II is proposed to include the following: 1.) Pad-1, a 6,525 square-foot multi-tenant commercial building; 2.) Pad-2, a 2,364 square-foot restaurant with drive-through facilities; and 3) A Master Sign Program for the entire development site. Vehicular access to the site is both from the north along West Leland Road and from the west along San Marco Boulevard. The project is located in the PD-1362 (Planned Development 1362) Zoning District. Assessor's Parcel Numbers 091-050-077 and 091-050-066.

Senior Planner Maurice Brenyah-Addow gave a presentation.

Applicant Douglas Messner spoke on behalf of the project.

City Engineer Richard Abono spoke on behalf of the project regarding traffic.

Chair Robinson opened the public hearing.

There being no one to speak, Chair Robinson closed the public hearing.

On motion by Chair Robinson to approve a Use Permit, Design Review and Master Sign Program review of Phase II of the previously approved San Marco Commercial Center project. The project site is located at the southeast corner of San Marco Boulevard and W. Leland Road, AP-22-0118 (UP, DR, SR-PR), seconded by Vice-Chair Popova and carried by the following vote:

AYES: Foster, Jackson, Kobata, Popova, Robinson
NAYES: None
ABSTAIN: None
ABSENT: Tolliver [Recused]

Commissioner Tolliver returned to the Council Chamber.

5. Resolution Recommending City Council adoption of an Initial Study and Mitigated Negative Declaration for a General Plan Map and Zoning Map Amendment, as proposed, and approval of the LMK Petro Use Permit and Design Review applications for an Automobile Service Station with an Automated Car Wash, and Convenience Store with Beer and Wine Sales for "LMK Petro, AP-16-1189 (GP, RZ, UP, DR).

A public hearing on a request for the recommendation to City Council for the approval of a General Plan amendment, Zoning Map amendment, Use Permit and Design Review to construct a new gas station with ancillary uses including a Convenience Store, and a Car Wash on a five-acre parcel located at 1625 Buchanan Road. The gas station is proposed to have a 4,253 sq. ft. fuel canopy over a four-island gas pumps serving eight cars, a 3,850 sq. ft. convenience store with a deli and ABC license to sell beer and wine, and a 2,800 sq. ft. car wash facility. The proposed development would require the following land use applications: 1) General Plan Amendment (GPA) to change the site's land use designation from Low Density Residential (LDR) to Community Commercial (CC); 2) Rezone from Residential Single-Family 6,000 Square Foot (sq. ft.) Minimum Lot Size (RS-6) to Neighborhood Commercial (CN); 3) Use Permit pursuant to CN zoning regulations to allow for the operation of a gas station with a convenience store with ABC license to sell beer and wine, and car wash as accessory uses on the project site; and 4.) Design Review for new construction.

Senior Planner Maurice Brenyah-Addow gave a presentation.

Applicant Ashok Vaid spoke on behalf of the project.

City Engineer Richard Abono spoke on behalf of the project regarding traffic.

CEQA Consultant Rod Stinson with Raney Management spoke on behalf of the project.

Chair Robinson opened the public hearing.

Public Comment was received from the following:

Bruce Ohlson, a Pittsburg resident in favor of the project.

Brenda Kozak, a Pittsburg resident opposed the project.

There being no one to speak further to the item, Chair Robinson closed the public hearing.

On motion by Chair Robinson for the recommendation to City Council for the approval of a General Plan amendment, Zoning Map amendment, Use Permit and Design Review to construct a new gas station with ancillary uses including a Convenience Store, and a Car Wash on a five-acre parcel located at 1625 Buchanan Road, AP-16-1189 (GP, RZ, UP, DR) seconded by Commissioner Foster and carried by the following vote:

AYES: Foster, Tolliver
NAYES: Kobata, Popova, Robinson
ABSTAIN: Jackson
ABSENT: None

The motion failed 3-2, with Commissioner Jackson abstaining.

City Attorney Donna Mooney directed the Commission to discuss the project further and reconsider a new motion for consideration on the project.

Secretary Funderburg proposed that the Commission review the application findings for the General Plan amendment, Zoning Map amendment, Use Permit and Design Review and make a recommendation to the City Council based on the ability or inability to make the finding.

Chair Robinson made a motion to deny recommendation to the City Council for approval of a General Plan amendment, Zoning Map amendment, Use Permit and Design Review to construct a new gas station with ancillary uses including a Convenience Store, and a Car Wash on a five-acre parcel located at 1625 Buchanan Road, AP-16-1189 (GP, RZ, UP, DR) based on the inability to make the following findings below and seconded by Commissioner Kobata and carried by the following vote:

Zoning Map Amendment – A and B. The change proposed is consistent with the objectives, policies, general land uses and programs specified in the General Plan and applicable specific plan and a community need is demonstrated for the project.

This finding cannot be made because the project area is predominantly developed with residential uses and the proposed project would be incompatible with the surrounding land uses. Rezoning the site from residential to commercial would not be consistent with the character of the existing community.

Use Permit – A. Is not detrimental to the health, safety, and general welfare of the city. The project sites' historical land uses are of a concern and the proposed projects proximity to the canal and not having a large enough buffer is a health and safety concern.

AYES: Kobata, Popova, Robinson, Tolliver
NAYES: Foster
ABSTAIN: Jackson
ABSENT: None

6. Resolution Recommending City Council adoption of an Initial Study and Mitigated Negative Declaration for a Zoning Map Amendment, as proposed, and approval of Use Permit and Design Review Applications for the Blue Wave Car Wash, AP-21-1562 (RZ, UP, DR).

A public hearing on a request for the recommendation to City Council for the approval of a Zoning Map Amendment (Rezone), Use Permit, and Design Review application for Blue Wave Car Wash. The project is requesting three approvals, including: 1) Zoning Map Amendment from CC (Community Commercial) to establish a Limited Overlay District (CC-O) to conditionally permit Automobile Washing, 2) a Use Permit to establish an Automobile Washing facility, and 3) a Design Review application to construct one 3,600 square foot commercial, self-service car wash on a 1.36-acre parcel located at 1160 E. Leland Road; Assessor Parcel Number: 088-230-028.

Associate Planner Kelsey Gunter gave a presentation.

Applicant Stratt Portland and Sheelah Taylor spoke on behalf of the project.

Chair Robinson opened the public hearing.

Public Comment was received from the following:

Bruce Ohlson, a Pittsburg resident.

There being no one to speak, Chair Robinson closed the public hearing.

On motion by Commissioner Foster to approve the recommendation to City Council for the approval of a Zoning Map Amendment (Rezone), Use Permit, and Design Review application for Blue Wave Car Wash, AP-21-1562 (RZ, UP, DR), seconded by Commissioner Kobata and carried by the following vote:

AYES: Foster, Jackson, Kobata, Popova, Robinson, Tolliver
NAYES: None
ABSTAIN: None
ABSENT: None

Chair Robinson requested a five-minute recess starting at approximately 10:00 p.m. and reconvened at approximately 10:05 p.m.

7. Blue Sea Massage Therapy, AP-22-0103 (UP)

A public hearing to approve a Use Permit to allow a massage therapy establishment within an existing 800 square-foot (sq. ft.) commercial space located at 3815 Railroad Avenue, within an existing multi-tenant building. The property is in the CN (Neighborhood Commercial) District. Assessor's Parcel Number: 088-072-068.

Associate Planner Alison Hodgkin gave a presentation.

Applicant's Assistant Ricky Tung spoke on behalf of the project.

Chair Robinson opened the public hearing.

There being no one to speak, Chair Robinson closed the public hearing.

On motion by Commissioner Foster to approve a Use Permit to allow a massage therapy establishment located at 3815 Railroad Avenue, Blue Sea Massage Therapy, AP-22-0103 (UP), seconded by Vice-Chair Popova and carried by the following vote:

AYES: Foster, Jackson, Kobata, Popova, Tolliver
NAYES: Robinson
ABSTAIN: None
ABSENT: None

ZONING ADMINISTRATOR REPORTS

5. The Zoning Administrator submitted two notices of intent to exercise delegated design review authority:

1) An application filed by Alberto Perez requesting Administrative Design Review approval to modify two existing parking stalls within the San Marco Arco Parking Lot. Project includes the installation of associated electrical vehicle station signage, "reserved" spaces, modifications of the curbing/gutter surrounding the parking stalls, and restriping of the spaces themselves. The project site is located at 2102 W. Leland Road, in the CS (Service Commercial) District. Assessor's Parcel Number: 091-050-038

2) An application filed by SGE Consulting Engineers on behalf of Linde Inc. requesting approval of Administrative Design Review by the Pittsburg Planning Division for a proposal to replace two existing aging cooling towers with two new ones at the Linde Inc./Praxair plant site located at 2000 Loveridge Road, in the Industrial, General Plan designation and the IG (General Industrial) district. Assessor's Parcel No. 073-190-035

COMMISSION CONSIDERATIONS

There were no commission considerations.

STAFF COMMUNICATIONS

Secretary Funderburg stated that there are no tentative items schedule for the December 27, 2022 Planning Commission meeting.

Secretary Funderburg stated that there are no tentative items schedule for the January 10, 2023 Planning Commission meeting.

Secretary Funderburg stated that Planning Commission meetings would resume January 24, 2023.

Director of Community and Economic Development Jordan Davis congratulated Secretary Funderburg for passing the American Institute of Certified Planners Exam and obtaining his AICP.

COMMITTEE REPORTS

Commissioner Foster provided an update on the December 8, 2022 TransPlan Committee Meeting.

ADJOURNMENT

The meeting was adjourned at 10:21 p.m. to January 24, 2023.

Respectfully Submitted,

John Funderburg, Secretary

City of Pittsburg
65 Civic Avenue • Pittsburg, California 94565

Proclamation

CLEAN AIR DAY
OCTOBER 4, 2023

WHEREAS, air pollution contributes to higher rates of cancer and heart and lung diseases, which adversely affect health; and

WHEREAS, California has some of the most polluted regions in the United States; and

WHEREAS, it is vital that we protect the health and well-being of our residents, visitors, and workforce; and

WHEREAS, emissions from vehicles, industry, and even household sources significantly affects the natural environment, air quality and well-being of residents, employees, and visitors of the City of Pittsburg; and

WHEREAS, individual actions such as not idling vehicles, walking or biking to work and school, carpooling, and conserving energy can directly improve air quality in our region; and

WHEREAS, everyone can play a role; and

WHEREAS, education about air quality can raise community awareness, encourage our communities to develop environmentally healthier habits, and improve our communities' well-being; and

WHEREAS, Californians will be joining together across the state to clean the air on October 4, 2023; and

WHEREAS, the City of Pittsburg is committed to the health of our residents, workforce, visitors, and community at large.

NOW, THEREFORE, I, Shanelle Scales-Preston, on behalf of the City Council of the City of Pittsburg, do hereby proclaim October 4, 2023, as "California Clean Air Day" in the City of Pittsburg and encourage all residents to participate and help clean the air for all Californians.



Shanelle Scales-Preston, Mayor

Alice E. Evenson, City Clerk
ATTEST: October 2, 2023

City of Pittsburg
65 Civic Avenue • Pittsburg, California 94565

Proclamation

NATIONAL ARTS AND HUMANITIES MONTH
OCTOBER 2023

WHEREAS, for centuries, American arts and humanities have been a beacon of light and understanding, recording our history and advancing new ways of thinking. This National Arts and Humanities month, we celebrate our Nation's visionary artists, scholars, and creators whose work touches and reveals the soul of America; and

WHEREAS, the arts and humanities embody much of the accumulated wisdom, intellect, and imagination of humankind and enhance and enrich the lives of every American, and play a unique role in the lives of our families, our communities, and our country; and

WHEREAS, cities and states, through their local and state arts agencies and representing thousands of cultural organizations, have celebrated the value and importance of culture in the lives of Americans and the health of thriving communities during this month for several years; and

WHEREAS, the humanities help diverse communities across the United States explore their history and culture; and

WHEREAS, we commit to making arts and humanities more accessible to the people of every age and background, uplifting voices, inspiring new generations, and showing full power of our example as a great Nation.

NOW, THEREFORE, I, Shanelle Scales-Preston, on behalf of the City Council of the City of Pittsburg, do hereby proclaim October 2023 as National Arts and Humanities Month in Pittsburg and call upon our residents to celebrate and promote the arts and humanities of our nation.

Shanelle Scales-Preston

Shanelle Scales-Preston, Mayor

Alice E. Evenson

Alice E. Evenson, City Clerk
ATTEST: October 2, 2023

City of Pittsburg
65 Civic Avenue • Pittsburg, California 94565

Proclamation

NATIONAL BREAST CANCER AWARENESS MONTH
OCTOBER 2023

WHEREAS, October is National Breast Cancer Awareness Month; and

WHEREAS, the history of Breast Cancer Awareness Month began in 1985 as a week-long awareness campaign by the American Cancer Society and it eventually extended to a month-long event and the pink ribbon came into play in 1992; and

WHEREAS, every day, more than 700 women in the United States are diagnosed with breast cancer. For these women, the impact of breast cancer extends well beyond the single month of awareness; and

WHEREAS, this October, we want to make Breast Cancer Awareness Month more than just about awareness. This October we encourage more involvement so get screened and take action since early detection of breast cancer is often key to successful outcomes;

WHEREAS, there are other ways to help by using your voice and passion to help reach every woman and make sure they have access to screening, support and proper care.

NOW, THEREFORE, I, Shanelle Scales-Preston, on behalf of the City Council of the City of Pittsburg, do hereby proclaim October 2023 as National Breast Cancer Awareness Month in the City of Pittsburg.

Shanelle Scales-Preston

Shanelle Scales-Preston, Mayor

Alice E. Evenson

Alice E. Evenson, City Clerk
ATTEST: October 2, 2023

City of Pittsburg
65 Civic Avenue • Pittsburg, California 94565

Proclamation

NATIONAL FILIPINO-AMERICAN HISTORY MONTH
OCTOBER 2023

WHEREAS, the City of Pittsburg celebrates the diversity and history of our City; and

WHEREAS, Filipino American History Month is celebrated annually in October, commemorating the arrival of the first Filipinos in modern-day Morro Bay, California in the United States on October 18, 1587; and

WHEREAS, Filipino Americans are the second-largest Asian-American community in the U.S., and are the third-largest racial group in California. Their contributions to our country are exemplary and their achievements are recognized and celebrated throughout this designated month; and

WHEREAS, following years of campaigning and advocacy by both the civil society and organizations, the Filipino American National Historical Society established Filipino American History Month in 1992. In 2009, Congress recognized the month of October officially as Filipino American History Month; and

WHEREAS, Filipino-American servicemen and servicewomen have a longstanding history serving in the Armed Services, from the Civil War to the Iraq and Afghanistan conflicts, including the 250,000 Filipinos who fought under the United States flag during World War II to protect and defend this country. Nine Filipino-Americans have received the Congressional Medal of Honor, the highest award for valor in action against an enemy force that can be bestowed upon an individual serving in the United States Armed Forces; and

WHEREAS, Filipino-Americans are an integral part of the United States health care system as nurses, doctors, and other medical professionals and have contributed greatly to the fine arts, music, dance, literature, education, business, literature, journalism, sports, fashion, politics, government, science, technology, and other fields in the United States that enrich the landscape of the country.

NOW, THEREFORE, I, Shanelle Scales-Preston, on behalf of the City Council of the City of Pittsburg, do hereby proclaim the month of October 2023 as National Filipino-American Heritage Month in the City of Pittsburg.

Shanelle Scales-Preston, Mayor

Alice E. Evenson, City Clerk
ATTEST: October 2, 2023

City of Pittsburg
65 Civic Avenue • Pittsburg, California 94565

Proclamation

NATIONAL ITALIAN-AMERICAN HERITAGE MONTH
OCTOBER 2023

WHEREAS, the City of Pittsburg celebrates the diversity and history of our City; and

WHEREAS, between 1880 and 1914, nearly four million people left the familiar comfort and sweep of Italy to make a new life for themselves and their families in the unknown land of America. Young and old, rich and poor, Italian immigrants saw in the shores of the United States a symbol of hope and opportunity. Many came with little money and few possessions. Many carried only a love of freedom, a belief in hard work, and an abiding faith in the importance of family; and

WHEREAS, bound together by a shared heritage and by a common experience as newcomers in a new culture, the Italian-American community drew its strength from within. Today, third and fourth generations of Italian-Americans maintain that tradition of community, looking back on the courage of their ancestors with heartfelt gratitude and unparalleled pride; and

WHEREAS, Italian-Americans have indeed worked hard to build upon their rich heritage over the last century, and the fruits of their labors are evident in every aspect of our national life. From politics to business to academia, their diverse talents and skills have sustained our society and enriched our daily lives; and

WHEREAS, this month, we pause to recognize their many extraordinary accomplishments. More than that, we reflect on the unique cultural heritage that helped to turn the dream of a distant land into the reality of an American home.

NOW, THEREFORE, I, Shanelle Scales-Preston, on behalf of the City Council of the City of Pittsburg, do hereby proclaim the month of October 2023 as National Italian-American Heritage Month in the City of Pittsburg.

Shanelle Scales-Preston

Shanelle Scales-Preston, Mayor

Alice E. Evenson

Alice E. Evenson, City Clerk
ATTEST: October 2, 2023

OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution Amending the Master Fee Schedule

MEETING DATE: October 2, 2023

EXECUTIVE SUMMARY

With the identification of new services and activities offered at the Marina and Marina Community Center, staff requests addition of new fees to cover departmental costs of providing said services and activities.

FISCAL IMPACT

Proposed changes to Marina fees will not impact the General Fund.

Proposed changes to Recreation fees will provide approximately $60,000 in revenue to the General Fund annually.

RECOMMENDATION

City Council adopt a Resolution amending the Master Fee Schedule.

BACKGROUND

The City's Master Fee Schedule is a compilation of the fees charged for services and development with the City of Pittsburg. All fees are reviewed from time to time to ensure compliance with applicable law. In February 2020, based on the results of the study and recommendations by Willdan Financial Services, the City Council approved Resolution 20-13745, amending the City's Master Fee Schedule. New fees were established, existing fees may have been revised, and certain fees no longer relevant, discontinued.

Marina

The Marina currently has 3 wooden-structured covered sheds and 4 metal-structured covered sheds. All marina customers in the seven sheds pay the same fee of $10.15 per foot. The following action would provide the marina customers to pay a lower amount in the 3 wooden-structured covered sheds.

Recreation

The Marina Community Center reopened in spring 2023, generating demand and providing spaces for new indoor classes, activities, and rentals that were not previously available.

SUBCOMMITTEE FINDINGS

Adjustments to Marina fees were supported by the Economic Development and Waterfront Subcommittee July 12, 2023.

STAFF ANALYSIS

Marina

The Marina is an aging enterprise with some areas up to 75 years old. The Marina has committed to significant investments, including MOLO customer registration software that allows for emailed and auto billing as well as online guest dock reservations, a reliable security camera and gate system, maintenance dredging, fuel docks, and more.

The Marina staff has also dedicated resources to facilitate a social culture, enjoyable experience, and elevated and desirable offerings. Besides staffing weekends and holidays, and hosting four annual events, staff has worked to strengthen partnerships with the Pittsburg Yacht Club, local restaurants, and the bait shop to encourage mutual benefits and maintain activation of the recreational Pittsburg waterfront. Staff scrutinized its monthly berthing fees and propose a fourth monthly berthing rate, which would constitute a rate decrease for customers in the wooden sheds 1, 2 and 3.

Currently, Marina berthing price categories include Standard (uncovered double slips), Premium (covered single slips), and Premium Plus (covered single slips accommodating boats 51 feet and longer). Premium slips come in two varieties: 35-year old large metal sheds with tall ceilings found on Sheds L-T and 75-year old small wooden sheds with low ceilings found on Sheds 1-3. A single Premium category does not adequately account for the aesthetic, desirability, and functional differences between these sheds.

A fourth berthing category (“Premium 1-3”) is therefore proposed to more fairly price wooden Sheds 1-3 halfway between existing Standard and Premium berthing prices as shown in the table below to align with quality of commodity received. In the case Sheds 1-3 are at full capacity, this addition would reduce Marina revenue by an estimated $26,081.

	Existing Monthly Pricing/Ft	Proposed Monthly Pricing/Ft
Standard	$8.60	$8.60
Premium 1-3	-	$9.37
Premium	$10.15	$10.15
Premium Plus	$10.40	$10.40

Recreation

Staff continues to identify new services, rentals, and associated fees for activities at the Marina Center. Staff conducted a rate study of similar facilities in Walnut Creek and Brentwood, while also including local facilities such as Pittsburg Unified School District gymnasiums and Pittsburg Youth Development Center. The proposed rates as described in Attachment 3 are for new services like full court basketball for all ages, indoor batting cages, party packages, and equipment use, and therefore, constitute a list of new fees that will allow the Recreation Department to recover costs while still remaining affordable.

ATTACHMENTS: Resolution
Proposed Addition to Marins Fee Schedule
Proposed Addition to Recreation Fee Schedule

Report Prepared By: Sara Bellafronte, Assistant to the City Manager

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter Of:

Amending the Master Fee Schedule for)
For the Marina and Recreation Departments) RESOLUTION NO. 23-

WHEREAS, the City's Master Fee Schedule is a compilation of the fees charged for services provided by and development within the City of Pittsburg. All fees are reviewed from time to time to ensure compliance with applicable law; and

WHEREAS, Marina berthing price categories include Standard (uncovered double slips), Premium (covered single slips), and Premium Plus (covered single slips accommodating boats 51 feet and longer). These three categories do not adequately account for the aesthetic, desirability, and functional differences between 35-year-old aluminum covered single slips on Docks L-T and 75 year-old wooden covered single slips on Docks 1-3; and

WHEREAS, a fourth berthing category at a reduced price between Standard and Premium would more fairly align commodity received with cost of wooden Docks 1-3; and

WHEREAS, the Marina Community Center reopened in spring 2023, generating demand and providing spaces for new indoor classes, activities, and rentals that were not previously available; and

WHEREAS, staff conducted a rate study of similar facilities in Walnut Creek and Brentwood, while also including local facilities such as Pittsburg Unified School District gymnasiums and Pittsburg Youth Development Center. The proposed rates as described in Attachment 3 of the Staff Report are for new services like full court basketball for all ages, indoor batting cages, party packages, and equipment use, and therefore, constitute a list of new fees that will allow the Recreation Department to recover costs while still remaining affordable.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Pittsburg hereby amends the Master Fee Schedule to add a new Marina fee effective January 1, 2024 and new Recreation fees effective immediately.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 2nd day of October 2023, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

_____
Shanelle Scales-Preston, Mayor

ATTEST:

_____
Alice E. Evenson, City Clerk

Marina

(Fund 550 - Marina)

Row #	Fee Description	Unit	Notes	Proposed Fees
1	Premium 1-3 Berthing	Per Foot	Applies to covered berths in Sheds 1-3	$9.75

FUTURE FEE INCREASE: Fees shall increase annually based on the average percentage increase in the San Francisco-Oakland-Hayward All Urban Workers Consumer Price Index.

Attachment 3

Proposed New Recreation Fees

MCC – Gymnasium **Full** Court Practices/Training – ADULT	$110/hour
MCC – Gymnasium **Half** Court Practices/Training – ADULT	$60/hour
MCC – Gymnasium **Full** Court Practices/Training – YOUTH	$100/hour
MCC – Gymnasium **Half** Court Practices/Training – YOUTH	$50/hour
MCC – Gymnasium Weekend - YOUTH	$150/hour
MCC – Gymnasium Weekend - ADULT	$200/hour
MCC – Gymnasium Conference Center (2-Hour Minimum includes protective flooring)	$175/hour
MCC – Gymnasium Deposit	$250
MCC – Athletic Equipment Add-on (Volleyball Nets, Indoor Soccer Nets)	$75
MCC – Athletic Equipment Add-on (Scoreboard)	$25
MCC – Athletic Equipment Add-on (Pickleball Nets)	$25 per court
MCC – Indoor Batting Cage – YOUTH	$60/hour
MCC – Indoor Batting Cage – ADULT	$80/hour
MCC – Party Package - Mon-Thur	$300 for 120 mins
(Incl. Full Gym, up to 15 kids, 2 party attendants, equipment)	
MCC – Party Package - Friday	$350 for 120 mins
(Incl. Full Gym, up to 15 kids, 2 party attendants, equipment)	
MCC – Party Package Sat-Sun and Holidays	$450 for 120 mins
(Incl. Full Gym, up to 15 kids, 2 party attendants, equipment)	

Office of the City Manager
65 Civic Avenue
Pittsburg, CA 94565

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Introduction and Waive First Reading of Two Ordinances for the Objective Design Standards 2023 Project: 1) Adding Article XXI to Chapter 18.84 of the Pittsburg Municipal Code; and 2) Amending the Zoning Map for Certain Multi-family Housing and Mixed-use Development Projects to Further Housing Production Consistent with State Law

MEETING DATE: October 2, 2023

EXECUTIVE SUMMARY

This is a public hearing on a City-initiated request for adoption of two ordinances for the Objective Design Standards (ODS) 2023 Project ("Project"): 1) adding article XXI to Chapter 18.84 of the Pittsburg Municipal Code (PMC); and 2) amending the Zoning Map for certain multi-family housing and mixed-use development projects to further housing production consistent with State law. On May 9, 2023, the Planning Commission held a public hearing and unanimously adopted Resolution No. 10229, recommending City Council approval of the Project.

FISCAL IMPACT

There is no direct fiscal impact associated with the adoption of the proposed ordinances. Staff believes the adoption of the ODS would result in high-quality development throughout the City, furthering property values and thus, the City's property tax revenue. The Project would also likely reduce staff time related to processing multi-family housing and mixed-use development projects.

RECOMMENDATION

City Council open the public hearing, take public comment, close the public hearing, and take the following actions:

1. Introduce, waive further reading, and pass to second reading an ordinance adding Article XXI to Chapter 18.84 of the PMC, “Objective Design Standards 2023”; and
2. Introduce, waive further reading, and pass to second reading, an ordinance amending the Zoning Map for certain multi-family housing and mixed-use development projects, to further housing production consistent with State law.

BACKGROUND

In March of 2019, the California Department of Housing and Community Development (HCD) released a Notice of Funding Availability (NOFA) pursuant to Senate Bill 2 of 2017 (SB 2) Planning Grants Program for local government planning grants. Local governments have used the grant awards to accelerate housing production by streamlining the approval of affordable housing and promoting development consistent with the State’s planning priorities.

In November 2019, following direction from the City Council, staff submitted an application to the SB 2 Planning Grants Program to complete three projects, one of which was the preparation of Objective Design Standards 2023 (ODS).

The City was awarded funding under the SB 2 Planning Grants Program and used a portion of it to enter into a contract with Opticos Design, Inc. to develop ODS pursuant to recent State laws regarding housing development. The State Housing Accountability Act encourages a streamlined process for housing projects, while SB 35 of 2017 (SB 35) requires ODS for qualifying projects that include affordable housing, and SB 330 of 2019 (SB 330) requires timely processing of housing projects that meet zoning requirements. These laws also require local jurisdictions to have such standards for projects involving affordable housing, farmworker housing, and emergency shelters.

PROPOSED PROJECT

Existing Conditions: Currently, the Pittsburg Municipal Code (PMC), the City-adopted Development Review Design Guidelines (DRDG), Planning Commission Resolution No. 9864, and any applicable Development Plan or Specific Plan govern the review of multi-family and mixed-use development projects in the City. Pursuant to recent State law, the City must adapt to a non-subjective form of direction for specific multi-family and mixed-use development projects, and rather, establish objective standards to provide developers and applicants who submit qualifying projects under SB 35, SB 330 and the Housing Accountability Act.

Proposed Project: The Objective Design Standards 2023 project initiation began with site surveys, lot testing, lot analysis, and background data review to analyze gaps in existing zone standards. Opticos Design, Inc. reviewed the PMC and Development Review Design Guidelines which ultimately formed the basis for drafting the ODS. The Design Standards Gap Analysis is included as Attachment 3 to this Staff Report.

Overlay District

The City's ODS would be applicable through an overlay district for qualifying projects under SB 35, SB 330, and the Housing Accountability Act within areas of the City that are currently zoned to allow for multi-family residential or mixed-use development. Overlays are effective when adding standards to multiple zoning districts that share certain needs and/or common standards.

The overlay would establish five transect zones within the City. Each transect zone has its own development regulations and standards specific to the urban design and physical characteristics of the neighborhood that it transects. The proposed transect zones correlate with existing density standards prescribed by the Pittsburg Municipal Code and General Plan. A detailed review of the five proposed Transect Zones is within Chapter 2 of the ODS.

Ministerial Review

The State law requirement for ODS and ministerial review are intended to encourage affordable housing production and shorten the timeframe needed for project review while promoting a high-quality built environment. ODS sets forth objective standards for neighborhood design, building form, and civic space within specified zones. These standards are established to execute the intent of the City of Pittsburg's General Plan Goals and Policies to facilitate housing production, and specifically infill housing production, through development that reinforces the character and scale of the City's walkable centers, neighborhoods, and corridors.

Objective Design Standards 2023, if adopted by the City Council, would be referenced in the Pittsburg Municipal Code, Article XXI of Title 18. The proposed Ordinance adding Article XXI of Chapter 18.84 is included as Attachment 1 to this Staff Report.

GENERAL PLAN/CODE COMPLIANCE

Pittsburg General Plan 2020

The proposed project is City-wide and is not classified by a singular General Plan Land Use Designation. The proposed overlay would implement standards related to building structure, building form, and open space, among other standards, but would not change the underlying zoning or General Plan designation, any existing densities, or any General Plan Goal or Policy prescribed by the General Plan. The proposed Objective Design Standards ("Standards") are in compliance with the General Plan, in that:

1. The Standards would foster the development of a variety of housing types, densities, and prices to balance the City's housing stock and to meet Pittsburg's regional fair share housing needs for people of all income levels, in that the proposed Standards would primarily be implemented in affordable multi-family housing projects or mixed-use development projects in the City. The Standards would encourage a streamlined entitlement process for qualifying projects under SB 35, SB 330, and the Housing Accountability Act, which would further foster the

development of a variety of housing prices in the City (General Plan, Growth Management Goal 3-G-10 / Housing Element Goal 13-G and G-1).

2. The Standards would improve and preserve the existing affordable housing stock where feasible and appropriate, in that, at time of affordable redevelopment of project sites within the proposed Overlay boundaries, the Standards would provide an objective approach to building form and design. Creating and implementing an objective approach would ensure that all projects using the Standards are processed equitably (General Plan, Housing Element Goal G-4).

3. The Standards would enhance the visual quality of Pittsburg's residential neighborhoods by developing nondiscretionary standards for quality affordable housing development within the ODS Overlay boundaries. These Standards are in relation to architectural design, façade articulation, character, and building massing (General Plan, Housing Element Goal G-5).

4. The Standards would aid the City in maintaining programs and providing incentives for use of vacant infill land and reuse and revitalization of underutilized sites through the establishment of Standards for development that reinforces the character and scale of the City's walkable centers, neighborhoods, and corridors (General Plan, Growth Management Goal 3-G-4 / Land Use Goal 2-G-6).

5. The Standards would encourage residential and mixed-use development within the Urban Limit Line to meet regional fair share housing goals by focusing residential and mixed-use development on sites that have been designated within Priority Development Areas (PDAs) under the Metropolitan Transportation Commission and Association of Bay Area Governments (MTC/ABAG) FOCUS Program. (General Plan, Growth Management Policy 3-P-18 / Housing Element program 13-P-1.1 E) The Metropolitan Transportation Commission Priority Development Areas within the City are included as Attachment 4 to this Staff Report. There are several areas within the proposed ODS Overlay that are also areas identified as PDA areas. The implementation of the Standards would further encourage a streamlined development process for Priority Development Areas in the City.

Zoning: Land Use – Zoning Text and Map Amendment Request (Rezone): The proposed project includes a proposal to amend the text within Pittsburg Municipal Code, Title 18, Zoning, to establish objective design standards in adding Article XXI of Chapter 18.84. In addition, the proposed project includes a proposal to amend the Zoning Map for the City of Pittsburg to establish a City-wide overlay for the standards. The proposed Overlay Map is included as Exhibit A to Attachment 2 of this Staff Report, "Ordinance Amending the Zoning Map, for Certain Multi-Family Housing and Mixed-Use Development Projects, to Further Housing Production Consistent with State Law".

Required Findings – Zoning Text and Map Amendment: In order to approve zoning changes, the City Council must determine, in accordance with PMC Chapter 18.48, that:

A. the change proposed is consistent with the Objectives, Policies, general Land Uses and Programs specified in the General Plan and applicable Specific Plan;

B. in the case of a Base District, Overlay District or General Land Use Regulation, the change proposed is compatible with the uses authorized in, and the regulations prescribed for, the Land Use District for which it is proposed;

C. a community need is demonstrated for the change proposed; and

D. its adoption would be in conformity with public convenience, general welfare and good zoning practice.

Environmental: The proposed project is statutorily exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3), because there is no possibility the activity in question may have a significant effect on the environment. If the City Council adopts the Objective Design Standards 2023, City staff would file a Notice of Exemption with the Contra Costa County Clerk-Recorder's Office pursuant to Public Resources Code Sections 21108(b) and 21152(b).

Public Notice: On or prior to Friday, September 8, 2023, in accordance with Government Code sections 65090 and 65091, and PMC section 18.14.020, a "Notice of Public Hearing," for the September 18, 2023 Public Hearing on this item was published in the East County Times; was posted at City Hall; was posted at the Pittsburg Branch Library, was mailed via first class or electronic mail to local service agencies whose services might be affected by this project, and to individuals who had previously filed written request for such notice. The notice was also posted on www.nextdoor.com ("Nextdoor") and was sent directly to all subscribers of the City of Pittsburg. The Public Hearing Notice is included as Attachment 5 to this Staff Report.

SUBCOMMITTEE FINDINGS

In November of 2022, a proposal to establish a City-wide overlay to implement objective design standards for qualifying projects was presented to the City's Land Use Subcommittee. Potential concerns identified by the Subcommittee included building massing and "cookie-cutter-like" architectural design. Subsequently, the City scheduled a second Land Use Subcommittee Hearing in April of 2023, to further discuss the proposed standards. Based on feedback and comments City staff presented a set of regulations, now titled "Objective Design Standards 2023" with the addition of a new chapter to address the previously raised concerns. Chapter 5, entitled "Massing and Façade Articulation Standards", provides additional objective standards to address potential clustering or semblance among adjacent structures. The Subcommittee members remarked that the addition of Chapter 5 addressed the previously raised concerns and were overall supportive of seeing the project move forward.

STAFF ANALYSIS

Zoning Map and Text Amendment Findings (Rezone): In order for the City Council to approve the proposed Zoning Map and Zoning Text Amendments, the City Council must find that the Zoning Amendment proposed is consistent with the objectives, policies, general land uses, and programs specified in the General Plan; that there is a community need; that the amendment proposed would be in conformity with public convenience, general welfare and good zoning practice, and, in the case of an Overlay District, that the change proposed is compatible with the uses authorized in, and the regulations prescribed

for, the land use district for which it is proposed.

Staff believes the findings to support the Zoning Amendment request can be made because the proposed Zoning Amendment to include Objective Design Standards within the Zoning Code (Title 18) would foster the development of a variety of housing types, densities, and prices to balance the City's housing stock and to meet Pittsburg's regional fair share housing needs for people of all income levels, in that the proposed Standards would primarily be implemented in affordable housing projects for multi-family housing and mixed-use development. The Objective Design Standards would improve and preserve the existing affordable housing stock where feasible and appropriate, in that, at time of affordable redevelopment of project sites within the proposed Overlay boundaries, the Standards would provide an objective approach to building form and design. The Objective Design Standards would also enhance the visual quality of Pittsburg's residential neighborhoods by developing non-discretionary standards for quality affordable housing development within the ODS Overlay boundaries. The Standards would further aid the City in maintaining programs and providing incentives for use of vacant infill land and reuse and revitalization of underutilized sites through the establishment of Standards for development that reinforces the character and scale of the City's walkable centers, neighborhoods, and corridors. As such, the proposed Objective Design Standards are consistent with the objectives, policies, general land uses, and programs specified in the General Plan.

There is a community need for Objective Design Standards, as the City does not currently have objective standards for qualifying affordable housing projects under SB 35, SB 330, and the Housing Accountability Act. The implementation of the Standards would encourage the development of a variety of housing types, including affordable housing, for the growing Pittsburg Community.

Staff has concluded that the proposed Zoning Map and Text Amendment would be consistent with the uses authorized in, and the regulations prescribed for, the land use district for which it is proposed, in that there is no change to the underlying land use districts within the City. The Objective Design Standards would be applied as an Overlay District for qualifying projects within areas of the City that are currently zoned to allow for multi-family residential and mixed-use development. The City would allow the applicant to select either Title 18 (Zoning) *and* DRDG or the ODS (PMC Chapter 18.84 Article XXI to apply to their projects. As such, there would be no change in zoning or General Plan designations with the approval of the Objective Design Standards 2023.

Adoption of the ODS would be in conformity with public convenience, general welfare, and good zoning practice, in that, pursuant to recent state law, the City must adapt to a non-subjective form of direction for specific projects, and rather, establish objective standards to provide developers and applicants who submit qualifying projects under SB 35, SB 330, and the Housing Accountability Act. The adoption of the ODS is expected to accelerate housing production and would ultimately increase accessibility to equitable housing.

ATTACHMENTS

1. Ordinance Adding Article XXI of Chapter 18.84 to the Pittsburg Municipal Code
    - Exhibit A Objective Design Standards 2023
2. Ordinance Amending the Zoning Map, for Certain Multi-Family Housing and Mixed-Use Development Projects, to Further Housing Production Consistent with State Law
    - Exhibit A Objective Design Standards 2023 Overlay Map (Rezone)
3. Design Standards Gap Analysis Objective Design Standards
4. Metropolitan Transportation Commission – Open Map of Priority Development Areas (PDAs)
5. Public Hearing Notice for Objective Design Standards

Prepared by: Kelsey Gunter, Associate Planner









Objective Design Standards 2023

Final Draft

July 2023

OPTICOS

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Quick Code Guide for Developments Less Than Five Acres

The following graphic is intended as a summary guide.

1 Determine your Maximum Zoning Envelope[1]

Identify your zone, see Section 2 (ODS Zone Standards)	a. Select your building type(s)	Table C of the ODS zone
	b. Comply with building placement standards	Table E of the ODS zone
	c. Comply with building form and height standards	Table D of the ODS zone
	d. Select from allowed uses	Title 18, Division III. Base District Regulations
	e. Comply with parking standards	Table G of the ODS zone
	f. Select your frontage type	Table F of the ODS zone
Identify your building type standards, see Section 4 (Building Types)	g. Comply with the standards	Tables A-F of the building type

[1] This process shall be applied to each design site.

2 Connect Ground Floor to Adjacent Streetscape

Apply your frontage type(s), see Section 6 (Frontage Types)	a. Based on your selected frontage type(s), comply with the standards	Tables A-C of the frontage type

3 Proceed to Approval Process

Identify your approval procedure, see Subsection 1.060 (Permits and Procedures)	a. Comply with the procedure standards	Subsection 1.060 (Permits and Procedures)

Quick Code Guide for Developments Over Five Acres with Widths along Front or Side Street Over 800 Feet

The following graphic is intended as a summary guide.

1 Design your Design Sites

Identify Large Sites, see Subsection 3.050 (Large Sites)	a. Comply with the standards	Subsection 3.050 (Large Sites)

2 Determine your Maximum Zoning Envelope[1]

Identify your zone, see Section 2 (ODS Zone Standards)	a. Select your building type(s)	Table C of the ODS zone
	b. Comply with building placement standards	Table E of the ODS zone
	c. Comply with building form and height standards	Table D of the ODS zone
	d. Select from allowed uses	Title 18, Division III. Base District Regulations
	e. Comply with parking standards	Table G of the ODS zone
	f. Select your frontage type	Table F of the ODS zone
Identify your building type standards, see Section 4 (Building Types)	g. Comply with the standards	Tables A-F of the building type

[1] This process shall be applied to each design site.

3 Connect Ground Floor to Adjacent Streetscape

Apply your frontage type(s), see Section 6 (Frontage Types)	a. Based on your selected frontage type(s), comply with the standards	Tables A-C of the frontage type

4 Proceed to Approval Process

Identify your approval procedure, see Subsection 1.060 (Permits and Procedures)	a. Comply with the procedure standards	Subsection 1.060 (Permits and Procedures)

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Section 1: Introduction

Subsections:

1.010 Purpose
1.020 Objective Design Standards
1.030 Applicability
1.040 Relationship to the City of Pittsburg General Plan
1.050 Relationship to Title 18 (Zoning)
1.060 Permits and Procedures

1.010 Purpose

This Article XXI, Chapter 18.84 (City of Pittsburg Objective Design Standards), shall hereafter be referred to as the "ODS." The ODS implements the City of Pittsburg's General Plan vision through the application of ODS zones and standards that reflect a context-specific approach based upon the City of Pittsburg's distinct development patterns.

1.020 Objective Design Standards

The ODS sets forth the standards for neighborhood design, building form, and uses within ODS zones. These standards reflect the community's vision for implementing the intent of the City of Pittsburg General Plan to facilitate housing production and specifically infill housing production, through development that reinforces the character and scale of the City's walkable centers, neighborhoods, and corridors.

1.030 Applicability

1. **Rules for Construction of Language.** The following general rules for construction of language apply to the text of this ODS:

    A. **Tenses and Numbers.** Words used in the present tense include the future, words used in the singular include the plural, and the plural includes the singular, unless the context clearly indicates the contrary.

    B. **Applicable.** The applicable standards of this ODS apply so as to not require stating the phrase "and all applicable standards" throughout this ODS.

    C. **Conjunctions.** Unless the context clearly indicates otherwise, the following conjunctions shall be interpreted as follows:

        (1) "And" indicates that all connected items or provisions apply;

        (2) "Or" indicates that the connected items or provisions may apply; and

        (3) "Either/or" indicates that the connected items or provisions apply singly but not in combination.

2. **ODS Implementation.**

A. This ODS apply to proposed development as identified in Table 1.030.A (Applicability).

B. The standards in this ODS are implemented through an overlay of zones, see Figure 2.020.1 (ODS Overlay Map) for zones established in this ODS.

C. Pursuant to California state law, affordable housing projects, farmworker housing and emergency shelters [all as defined in Section 8 of the ODS (Definitions)] are subject to objective design review standards. The State Legislature imposed this requirement to facilitate the creation of new housing. However, the City recognizes that for certain projects, Article XXI, Chapter 18.84 (Objective Design Standards) may be more burdensome than the City's standard zoning process under Title 18 (Zoning). To further the intent of the State Legislature in streamlining the application and approval process for these projects, the City requires the applicant to select one of the following set of objective design standards to apply to their project: (1) Title 18 (Zoning) or (2) Article XXI, Chapter 18.84 (Objective Design Standards). This shall not apply to projects eligible under Senate Bill 35.

D. The standards in this ODS prevail unless stated otherwise. See Table 1.050.A: Relationship of Article XXI, Chapter 18.84 (Objective Design Standards) to Title 18 (Zoning) for reference.

Table 1.030.A: Applicability

Development Type	ODS Applies
Objective Residential Development [1]	
Single-Unit Residential	No
Two-Unit Residential	Yes
Multi-Unit Residential	Yes
Affordable Housing [2]	Yes
Objective Mixed-Use Development [1]	
At least 2/3 of square footage designated for residential units	Yes
At least 2/3 of square footage designated for Affordable Housing [2]	Yes
Less than 2/3 of square footage designated for residential units	No
Other Development	
Non-Residential	No
Non-Objective Residential Development [3]	No
Non-Objective Mixed-Use Development [3]	No

[1] Includes Transitional and Supportive Housing, Emergency Shelters, and Farmworker Housing meeting all eligibility criteria and specific protections by development type per the Government Code.

[2] "Affordable Housing" refers to projects that contain the minimum percentage of affordable housing units to be eligible for Senate Bill 35 streamlining. See Government Code §65913.4(a)

[3] Development that does not comply with objective General Plan, zoning, and subdivision standards of the City of Pittsburg

3. **Requirements.** As required by Table 1.030.A (Applicability), the standards in this ODS apply to all proposed development and improvements within ODS zones as identified below.

   A. **General**

      (1) A design site is a portion of land within a parcel, delineated from other design sites and/or parcels to accommodate no more than one building type. From the allowed types in the ODS zone, and in compliance with the listed standards, the following shall be selected for each design site:

         (a) Only one primary building type per design site is allowed, except an Accessory Dwelling Unit and/or Junior Accessory Dwelling Unit, in compliance with Section 18.50.315 (Design and Development Standards) in Title 18 (Zoning) of the Municipal Code, may be included within a design site in addition to the primary building type. Parcels with enough land area to meet the ODS zone standards for minimum design site width and depth may have multiple design sites;

         (b) At least one private frontage type; and

         (c) At least one use type.

      (2) Building types and frontage types not listed in the ODS zone's standards are not allowed in that zone.

      (3) Uses. Refer to the underlying zone for the allowed uses and standards in Title 18, Division III. Base District Regulations.

      (4) New buildings and their improvements are subject to the City of Pittsburg local standards for Fire Safety and Building Safety.

   B. **Site Standards.** Section 3 (Site Standards)

      (1) **Screening.** The standards of Subsection 3.020 (Screening) apply to all new elements specified in Subsection 3.020 (Screening) for:

         (a) All new development;

         (b) Additions over 25 percent of the existing floor area of primary building;

         (c) Reconstruction or reconfiguration of existing primary building that includes a remodel affecting more than 25 percent of existing floor area;

         (d) Replacement of existing fencing or screening; and/or

         (e) Installation of new equipment (e.g, HVAC, backflow preventer, etc.)

      (2) **Landscaping and Tree Standards.**

         (a) Landscaping Standards. Refer to Article VII. Landscaping, Irrigation and Hydroseeding of Title 18 (Zoning) for applicable standards.

         (b) Tree Standards. Refer to Article XIX. Tree Preservation and Protection of Title 18 (Zoning) for applicable standards

(3) **Parking.** The standards of Subsection 3.030 (Parking) apply to the following:

(a) New development;

(b) Changes in land use; and/or

(c) Changes in intensity of buildings or structures made after the effective date of this ODS that cause an increase or decrease of 25 percent or greater in:

i. Gross floor area;

ii. Seating capacity;

iii. Units; and/or

iv. Parking spaces.

(d) Parking lot and access shall be redesigned in compliance with Subsection 3.030 (Parking) when additional parking of at least 25 percent from existing is proposed.

(4) **Large Site Standards.** The standards of Subsection 3.040 (Large Sites) apply to new development on a project of at least five acres in area and at least 800 feet in length along the front or side street as follows:

(a) **Design Sites**

i. New buildings are required to be designed in compliance with the design site width and depth standards of the ODS zone.

ii. This ODS does not require the recordation of design site lines. The design site width and depth standards are for the purpose of consistently achieving pedestrian-oriented and scaled buildings.

(b) **Blocks and Thoroughfares**

i. Development sites shall be divided into new blocks in compliance with Subsection 3.040.7 (Block Size).

ii. New thoroughfares are required to form blocks in compliance with Table 3.040.7 (Block Size).

iii. When designing a new thoroughfare or retrofitting an existing thoroughfare, the standards in Roadway Standard Details of the City Council Resolution 07-10785, City Standard Details and Specifications, apply.

(c) **Applying Zones for Developments over 20 acres.**

i. Developments shall apply at least two zones using only the zones established in Section 2 (ODS Zone Standards) and in compliance with Table 3.040.B (Available Zones by General Plan Land Use Designation).

(d) **Civic Space Types.** See Section 7 (Civic Space Types).

C. **Building Type Standards.** The standards of Section 4 (Building Types) apply to the following:

(1) New buildings (except public safety buildings); and

(2) Additions over 50 percent of the existing floor area of primary building (except public safety buildings).

D. **Frontage Type Standards.** The standards of Section 6 (Frontage Types) apply to the following:

(1) New buildings;

(2) Existing buildings within 30 feet of the front or side street or public open space;

(3) Private property improvement on existing building within 30 feet of a front or side street; and

(4) Modification of pedestrian entrance(s) on existing building within 30 feet of a front or side street.

E. **Civic Space Type Standards.** The standards of Section 7 (Civic Space Types) apply to the following:

(1) Development sites larger than three acres are required to create new civic space(s) in compliance with Section 7 (Civic Space Types).

F. **Nonconforming Situations.** The standards of Chapter 18.76 (Nonconforming Uses and Structures) in Title 18 (Zoning) apply to all nonconforming situations

G. **Permits and Procedures.** Applications for development are to be processed in compliance with the procedures identified in Subsection 1.060 (Permits and Procedures).

1.040 Relationship to the City of Pittsburg General Plan

This ODS implements the City's General Plan vision through a palette of ODS zones described in Section 2 (ODS Zone Standards). This ODS is applied to walkable environments, existing or new. Walkable is described as an environment that is pedestrian-oriented in nature, with a variety of housing choices, where bicycling and walking are viable daily options because services, retail, or restaurants are within 2,000 linear feet of most residences in the development.

1.050 Relationship to Title 18 (Zoning)

Table 1.050.A: Relationship of Article XXI, Chapter 18.84 (Objective Design Standards) to Title 18 (Zoning) identifies the relationship of Article XXI, Chapter 18.84 (Objective Design Standards) to Title 18 (Zoning) only for parcel(s) mapped with ODS zones subject to Article XXI, Chapter 18.84 (Objective Design Standards). All other content in Title 18 (Zoning) not identified in the table continue to apply.

Table 1.050.A: Relationship of Article XXI, Chapter 18.84 (Objective Design Standards) to Title 18 (Zoning)		
Title 18 (Zoning)		**Article XXI, Chapter 18.84 (Objective Design Standards)**
Division/Chapter	**Description**	**Status**
Division I	General Provisions	Superseded by Chapter 1 (Introduction), except as noted otherwise.
Division II	Administration	Superseded by Subsection 1.060 (Permits and Procedures), except as noted otherwise.
Division III	Base District Regulations	
Chapter 18.50	Residential Districts: RM, RMD, RH, RHD	Superseded by this Article XXI, Chapter 18.84 (Objective Design Standards), except as noted otherwise.
Chapter 18.52	Commercial Districts: CC, CN, CP, CS, CSD	Superseded by this Article XXI, Chapter 18.84 (Objective Design Standards), except as noted otherwise.
Chapter 18.53	Mixed Use Districts: M	Superseded by this Article XXI, Chapter 18.84 (Objective Design Standards), except as noted otherwise.
Chapter 18.62	Planned Development Districts: PD	Superseded by this Article XXI, Chapter 18.84 (Objective Design Standards), except as noted otherwise.
Division IV	Overlay District Regulations	
Chapter 18.74	Residential and Commercial Districts: RM-O, RMD-O, CS-O	Superseded by this Article XXI, Chapter 18.84 (Objective Design Standards), except as noted otherwise.
Division V	General Land Use Regulations	
Chapter 18.78	Off-Street Parking and Loading	Superseded by Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone, and Subsection 3.030 (Parking), except as noted otherwise.
Chapter 18.80	Development Standards for All Uses	
	18.80.010 Building Projections	Superseded by Table E (Building Placement) of the ODS zone
	18.80.015 Flag Lot	Superseded by Table C (Building Types and Design Site Size) of the ODS zone
	18.80.025 Mechanical and Utility Equipment	Superseded by Subsection 3.020 (Screening), except as noted otherwise.
	18.80.050 Street Line, Minimum length	Superseded by Table E (Building Placement) of the ODS zone
Chapter 18.84	Special Land Use Regulations Applicable to Specific Uses	
	Article IV. Fences and Walls	Superseded by Subsection 3.020 (Screening), except as noted otherwise.
All Divisions within Title 18 (Zoning) apply unless specified by this table.		

1.060 Permits and Procedures

1. **Procedures for Applications Filed Under** Senate Bill 35

   A. **Applicability**

      (1) This Subsection applies to housing development projects applying for approval under Government Code §65913.4 and replaces the City's procedures for reviewing discretionary applications.

      (2) Pursuant to California state law, affordable housing projects, farmworker housing and emergency shelters [all as defined in Section 8 of the ODS (Definitions)] are subject to objective design review standards. The State Legislature imposed this requirement to facilitate the creation of new housing. However, the City recognizes that for certain projects, Article XXI, Chapter 18.84 (Objective Design Standards) may be more burdensome than the City's standard zoning process under Title 18 (Zoning). To further the intent of the State Legislature in streamlining the application and approval process for these projects, the City requires the applicant to select one of the following set of objective design standards to apply to their project: (1) Title 18 (Zoning) or (2) Article XXI, Chapter 18.84 (Objective Design Standards).

      (3) This Subsection shall remain in effect for the same period as Senate Bill 35 provisions contained in Government Code §65913.4. Unless Senate Bill 35 provisions are extended by the State Legislature, this Subsection shall remain in effect only until January 1, 2026, and as of that date is repealed.

      (4) The California Environmental Quality Act (CEQA) does not apply to projects eligible under Senate Bill 35.

      (5) The Department of Housing and Community Development is charged with developing guidelines for implementing Senate Bill 35. These procedures may change if required by changes in those guidelines or in Government Code §65913.4.

   B. **Definitions.** Terms defined in Government Code §65913.4 shall apply to this Subsection and shall control in the event of a conflict between definitions in this ODS and definitions in Government Code §65913.4.

   C. **Application Filing**

      (1) **Preliminary Application Filing**. An applicant shall file a notice of intent to submit a Senate Bill 35 application in the form of a preliminary application consistent with Government Code §65941.1.

         (a) **Form**. A preliminary application shall be filed on a form provided by the City with the required fee. If the City has not prepared a form, a preliminary application shall be filed on the standardized form adopted by the California Department of Housing and Community Development.

         (b) **Timeline**. Within 180 calendar days after submitting a preliminary application, an applicant shall submit a full Senate Bill 35 application, provided scoping consultation has concluded consistent with Subsection 1.060.1.C.(1).(c) (Scoping Consultation).

(c) **Scoping Consultation**

i. Upon receipt of the preliminary application, the City shall contact the Native American Heritage Commission for assistance in identifying any California Native American tribe that should be noticed. The City shall provide a formal notice of the applicant's intent to submit a full application to each required California Native American tribe within 30 days of preliminary application submittal. The formal notice shall be consistent with Government Code §65913.4(b).

ii. If, within 30 days of receipt of the formal notice, any California Native American tribe that was formally noticed accepts the invitation to engage in scoping consultation, the City shall commence scoping consultation within 30 days of receiving that response.

iii. Scoping consultation shall be conducted consistent with Government Code §65913.4(b). If, after scoping consultation is concluded, a development is not eligible for Senate Bill 35 streamlining, the City shall provide written documentation as required by Government Code §65913.4(b) to the applicant and any California Native American tribe that is a party to that scoping consultation.

(2) **Full Application**. If the development remains eligible to apply under Senate Bill 35 after scoping consultation consistent with Government Code §65913.4(b) has concluded, an applicant may file a full Senate Bill 35 application on a form provided by the City with the required fee.

D. **Completeness Review**. The City shall review an application for compliance consistent with Subsection 1.060.1.E (Compliance Review); there shall be no separate or additional time frame for completeness review. Only the items necessary to determine compliance with the provisions contained in Government Code §65913.4(a) shall be required.

E. **Compliance Review**

(1) **Scope of Review**. The Review Authority's scope of review is limited to all of the provisions contained in Government Code §65913.4(a) and the objective standards in effect at the time of preliminary application submittal.

(2) **Review Time frames and** Review Authority

(a) **Consistency Review**. The Zoning Administrator or his/her designee shall determine if the application complies with all of the provisions contained in Government Code §65913.4(a) and applicable objective standards within the following time frames:

i. Within 60 calendar days of application submittal for applications that include 150 or fewer housing units.

ii. Within 90 calendar days of application submittal for applications that include 151 or more housing units.

(b) **Design Review or Public Oversight**. Any design review or public oversight (i.e., Planning Commission review) to determine if the application complies with all of the provisions contained in Government Code §65913.4(a) and applicable objective standards shall occur within the following time frames:

i. Within 90 calendar days of application submittal for applications that include 150 or fewer housing units.

ii. Within 180 calendar days of application submittal for applications that include 151 or more housing units.

(3) **Compliance Determination**

(a) **Compliant Application.** If the application complies with all of the provisions contained in Government Code §65913.4(a) and all applicable objective standards, the City shall complete any design review or public oversight and any subdivision approval within the time frames listed in this Subsection 1.060.1.E (Compliance Review). Only objective design and subdivision standards may be applied. See Subsection 1.060.1.F (Decision on Project).

(b) **Non-Compliant Application.** If the application does not comply with all of the provisions contained in Government Code §65913.4(a) and all applicable objective standards, the Review Authority shall make the following determination:

i. If the application does not comply with all of the provisions contained in Government Code §65913.4(a) and all applicable objective standards, the Review Authority shall provide the applicant with written documentation of which standards the development conflicts with and an explanation of the reasons the development conflicts with each standard.

ii. Resubmitted Application. If the project was found to be non-compliant, the applicant may resubmit the application for Senate Bill 35 streamlining, and the City shall review it for compliance with all of the provisions contained in Government Code §65913.4(a) and all applicable objective standards subject to the same timelines in this Subsection.

iii. Project Ineligible. If the project is ineligible for Senate Bill 35 streamlined processing, the applicant may elect to submit an application for the applicable discretionary approval.

F. **Decision on Project**

(1) **Project Approval and Findings.** The Review Authority shall approve the application if the Review Authority finds that the proposed development is compliant with all of the provisions contained in Government Code §65913.4(a) and all applicable objective standards, including objective subdivision standards.

(2) **Conditions of Approval.** The Review Authority may impose conditions of approval provided those conditions of approval are objective and broadly applicable to development within the City.

G. **Post-decision Procedures**

(1) **Subsequent Permits.** Any necessary subsequent permits shall be issued on a ministerial basis subject to applicable objective standards. If a public improvement is necessary to implement a development subject to this Subsection, and that public improvement is located on land owned by the City , the Review Authority shall process any approvals needed as required by Government Code §65913.4(h)(3).

(2) **Post-Approval Modifications**

(a) **Post-Approval Modification Request.** An applicant or the City may request a modification to an approved development if that request is made prior to the issuance of the final building permit.

(b) **Applicability of Objective Standards to Modifications.** The Review Authority shall only apply objective standards in effect when the original application was submitted, except that objective standards adopted after the date of original submittal may be applied in any of the following instances:

i. The total number of residential units or total square footage of construction changes by 15 percent or more; or

ii. The total number of residential units or total square footage of construction changes by five percent or more, and it is necessary to subject the development to an objective standard beyond those in effect when the application was submitted in order to mitigate or avoid a specific adverse impact upon public health of safety, for which there is no feasible alternative method to satisfactorily mitigate or avoid.

(c) **Post-Approval Modification Review Time frame and Decision.** The Review Authority shall determine if the modification is consistent with objective planning standards and issue a decision on the applicant's modification request within 60 days after submittal unless design review is required, in which case a decision shall be made within 90 days.

(3) **Expiration.** An application approved consistent with this Subsection shall remain valid for three years; however, an application approval shall not expire if the development includes public investment in housing affordability, beyond tax credits, where 50 percent of the units are affordable to households making at or below 80 percent of the area median income consistent with Government Code §65913.4(f).

(4) **Extension.** At the discretion of the Review Authority, a one-year extension may be granted consistent with Government Code §65913.4(f)(3).

2. **Procedures for applications filed consistent with the Housing Accountability Act**

A. **Applicability**

(1) This Subsection applies to housing development projects as defined by Government Code §65589.5(h)(2).

(2) Pursuant to California state law, affordable housing projects, farmworker housing and emergency shelters [all as defined in Section 8 of the ODS (Definitions)] are subject to objective design review standards. The State Legislature imposed this requirement to facilitate the creation of new housing. However, the City recognizes that for certain projects, Article XXI, Chapter 18.84 (Objective Design Standards) may be more burdensome than the City's standard zoning process under Title 18 (Zoning). To further the intent of the State Legislature in streamlining the application and approval process for these projects, the City requires the applicant to select one of the following set of objective design standards to apply to their project: (1) Title 18 (Zoning) or (2) Article XXI, Chapter 18.84 (Objective Design Standards).

(3) This Subsection shall remain in effect for the same period as provisions contained in the Government Code §65589.5 (Housing Accountability Act). Any provisions that are not extended by the State Legislature shall be repealed as of the date those provisions in the Housing Accountability Act are deemed null and void.

B. **Definitions.** Terms defined in Government Code §65589.5 shall apply to this Subsection and shall control in the event of a conflict between definitions in this ODS and definitions in Government Code §65589.5.

C. **Application Filing**

(1) **Preliminary Application Filing (Optional).** An applicant may file a preliminary application consistent with Government Code §65941.1.

(a) A preliminary application shall be filed on a form provided by the City with the required fee. If the City has not prepared a form, a preliminary application shall be filed on the standardized form adopted by the California Department of Housing and Community Development.

(b) Within 180 calendar days after submitting a preliminary application, an applicant shall submit a full application for the housing development.

(2) **Full Application.** An applicant may file a full application for a housing development without filing a preliminary application. The full application shall be filed on a form provided by the City with the required fee.

D. **Conflicting Procedures.** This Subsection provides additional procedures that shall be followed for applicable projects. If conflicts occur between the City's procedures and the procedures of this Subsection, this Subsection shall control.

E. **Completeness Review**

(1) **Preliminary Application.** If a preliminary application is filed, the preliminary application shall be deemed complete when the preliminary application containing all of the information listed in the preliminary application form is submitted. If all listed information is not provided, the City shall request the missing information from the applicant.

(2) **Full Application**

(a) Once a full application is submitted, the City shall inform the applicant in writing within 30 calendar days of submittal or resubmittal that the application is complete or incomplete and the additional information required consistent with Government Code §65943. Only information requested in the City's application forms can be requested. If the City does not provide written notification within this time frame, the application shall be deemed complete. The City shall review each resubmittal within the 30-day period and cannot request information that was not listed in the first incompleteness letter.

(b) If an applicant receives written notification that the application is incomplete, and a preliminary application was submitted for the housing development, the applicant shall submit the information needed to complete the application within 180 calendar days of receiving the written notification of incompleteness. If the applicant does not submit this information within this time frame, the preliminary application shall expire and have no further force or effect.

(c) If a second determination of incompleteness is provided, the applicant shall be able to appeal the decision to the City Council. The City shall make a decision on the appeal no later than 60 calendar days after receipt of the applicant's written appeal. The initial appeal may be to the Planning Commission, but in that case the City Council shall still make a decision within 60 days. If the decision on the appeal is not made within this time frame, the application shall be deemed complete.

F. **Compliance Review**

(1) **Scope of Review**

(a) **Housing Development with a Preliminary Application Submittal.** A housing development for which a preliminary application was submitted shall only be subject to the ordinances, policies, and standards adopted and in effect when the preliminary application is submitted, except in the following circumstances:

i. A fee, charge, or other monetary exaction increase resulting from an automatic annual adjustment based on an independently published cost index that is referenced in the ordinance or resolution establishing the fee or monetary exaction.

ii. A preponderance of the evidence in the record establishes that subjecting the housing development to an ordinance, policy, or standard beyond those in effect when the preliminary application was submitted is necessary to mitigate or avoid a specific, adverse impact upon the public health or safety, and there is no feasible alternative method to satisfactorily mitigate or avoid the adverse impact.

iii. Subjecting the housing development to an ordinance, policy, standard, or any other measure, beyond those in effect when the preliminary application was submitted is necessary to avoid or substantially lessen an impact consistent with CEQA.

iv. The housing development has not commenced construction within 2.5 years following the date of the housing development's final approval (as defined in Government Code §65589.5(o)(1)(D)).

v. The number of residential units or square footage of construction proposed changes by 20 percent or more, exclusive of any increase resulting from a density bonus, incentive, concession, waiver, or similar provision.

(b) **Housing Development without a Preliminary Application Submittal.** A housing development shall be subject to objective standards in effect when the application was deemed complete.

(2) **Review Time frames**

(a) Applications for housing development containing 150 or fewer units shall be reviewed for compliance with applicable objective standards within 30 calendar days of being deemed complete.

(b) Applications for housing development containing more than 150 units shall be reviewed for compliance with applicable objective standards within 60 calendar days of being deemed complete.

(3) **Review Authority.** The Review Authority shall be the Review Authority consistent with the City's procedures for the full application; however, if the Director of Planning & Building or his/her designee is not the Review Authority, the Director of Planning & Building or his/her designee may serve as the Review Authority, if necessary, to comply with Review Timelines described in Subsection 1.060.2.F.(2) (Review Time frames).

(4) **Compliance Determination**

(a) The Review Authority shall identify the specific standard(s) that the project does not comply with and provide an explanation of the reason(s) why the housing development is considered to be inconsistent or non-compliant with identified provisions and shall provide the written determination to the applicant.

(b) A housing development is considered in compliance with this ODS, and shall not require a Zoning Map Amendment, if the housing development complies with objective General Plan standards but the zoning for the housing development site is inconsistent with the General Plan.

(5) **Limited Hearings/Meetings.** If a housing development complies with applicable objective standards, the City shall not conduct more than five public hearings (including continuances), workshops, or similar meetings after the full application is complete in connection with the approval of the housing development consistent with Government Code §65905.5. Meetings required by CEQA are exempt from the limit.

G. **Findings and Decision**

(1) **Findings**

(a) If the proposed housing development complies with applicable objective General Plan, zoning, and subdivision standards and criteria, including design review standards, the Review Authority may only deny the housing development or conditionally approve the housing development at a lower density if the Review Authority makes written findings supported by a preponderance of the evidence in the record that:

i. The housing development would have a specific, adverse impact upon the public health or safety unless the housing development is denied or conditionally approved at a lower density. A "specific, adverse impact" means a "significant, quantifiable, direct, and unavoidable impact, based on identified written public health or safety standards, policies, or conditions as they existed on the date that the project was deemed complete"; and

ii. There is no feasible method to satisfactorily mitigate or avoid the adverse impact other than the denial of the housing development or conditional approval of the housing development at a lower density.

(b) If the housing development includes 20 percent of units affordable to very low or low-income households, 100 percent of units affordable or moderate or middle income households, or an emergency shelter, the Review Authority shall approve the housing development unless the Review Authority makes written findings supported by a preponderance of the evidence in the record, as to at least one of the findings in Government Code §65589.5(d).

(2) **Decision Time frames.** The Review Authority shall approve or deny the housing development within the following applicable period:

(a) 90 days from Environmental Impact Report certification;

(b) 60 days from Environmental Impact Report certification for an affordable housing development consistent with Government Code §65950(a)(3);

(c) 60 days from adoption of a Negative Declaration; or

(d) 60 days from determination of CEQA exemption.

H. **Post-Decision Procedures.** Post-decision procedures for the required permit (full application) shall be followed provided those procedures do not conflict with applicable Government Code sections for housing developments (i.e., Housing Accountability Act, Government Code §65589.5).

Figure 1.060.A: Process for Developments Eligible for Senate Bill 35 Streamlining with 150 units or Fewer (Government Code §65913.4)

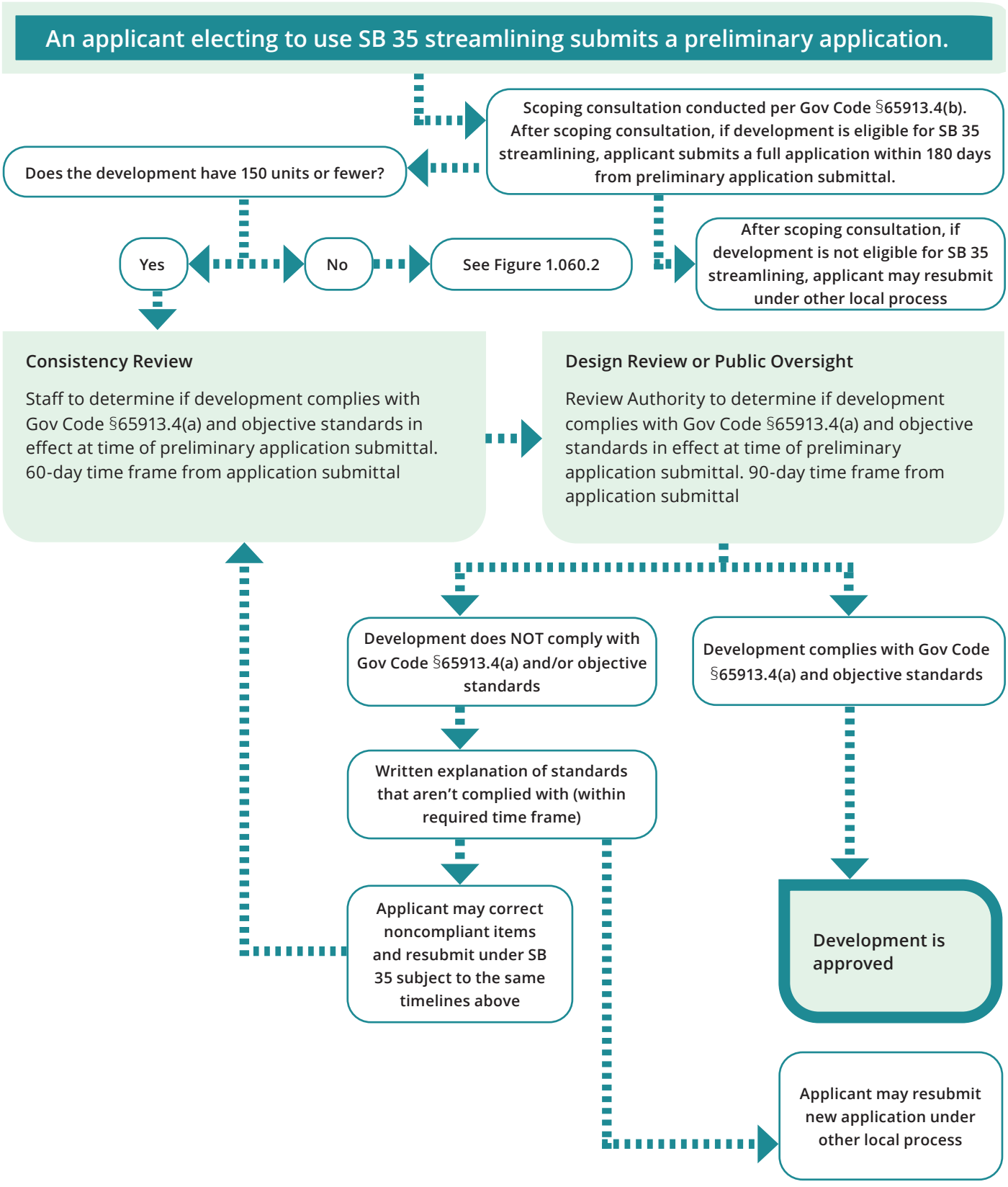


Figure 1.060.B: Process for Developments Eligible for Senate Bill 35 Streamlining with 151 units or More (Government Code §65913.4)

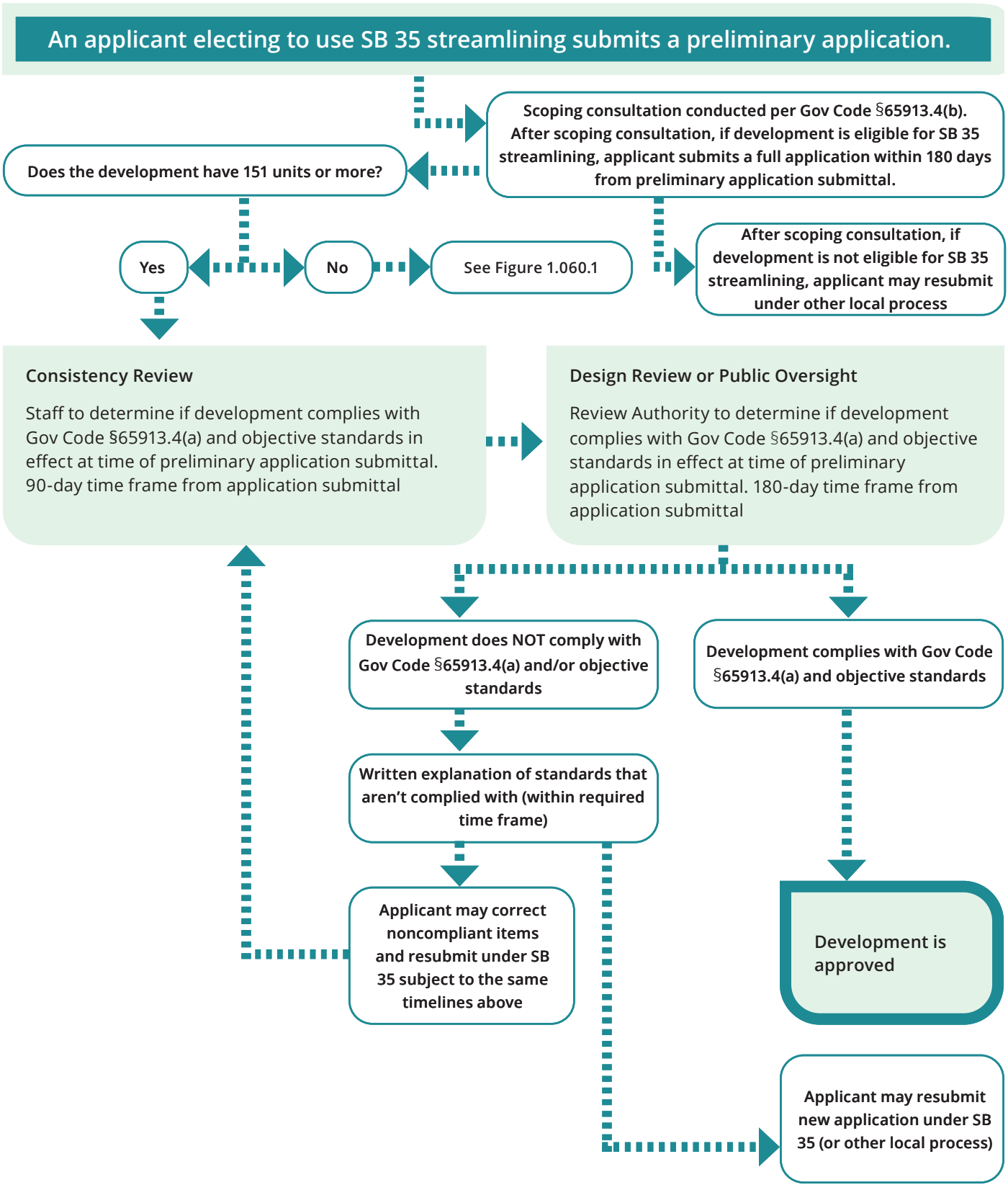
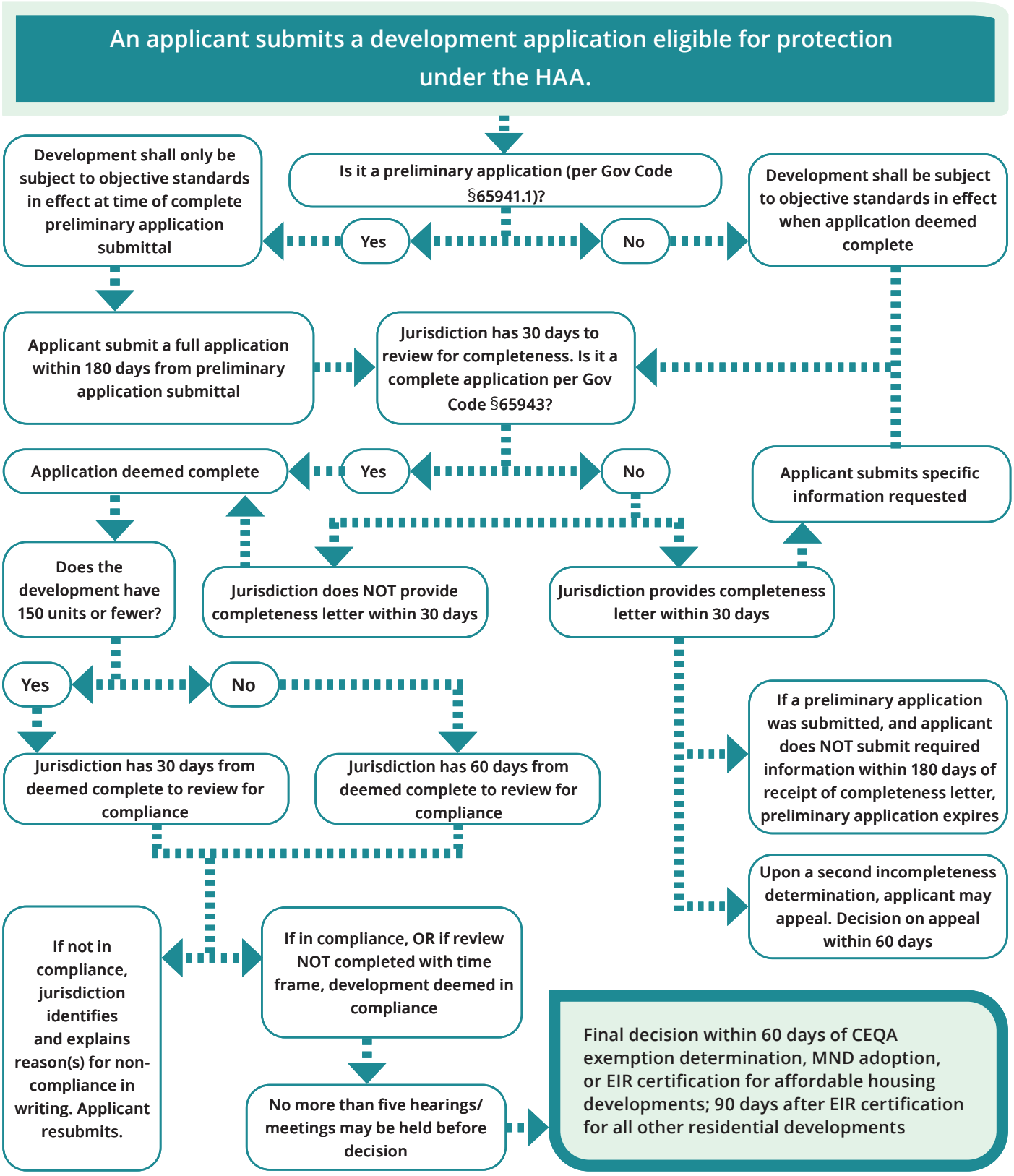


Figure 1.060.C: Process for Developments Eligible for Housing Accountability Act (HAA) Protection (Government Code §65589.5)



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Section 2: ODS Zone Standards

Subsections:

2.010 Purpose
2.020 ODS Overlay Map
2.030 Overview of ODS Zones
2.040 T3 Neighborhood (T3N)
2.050 T4 Neighborhood (T4N)
2.060 T4 Main Street (T4MS)
2.070 T5 Neighborhood (T5N)
2.080 T5 Main Street (T5MS)
2.090 Allowed Uses

2.010 Purpose

This Section provides zones and standards to implement the City of Pittsburg General Plan to generate and support the variety of physical character of the intended development.

2.020 ODS Overlay Map

The zones established in this Section are mapped on Figure 2.020.1 (ODS Overlay Map). In addition to identifying the zoning for each parcel, Figure 2.020.1 (ODS Overlay Map) identifies specific urban design requirements.

2.030 Overview of ODS Zones

Table 2.020.A (Overview of ODS Zones) provides an overview of each ODS zone and its intent. This information is to show how the broader transects have been applied, and as qualitative background information on the intended physical character, allowed range of uses, and direction for the detailed standards in each ODS zone. See referenced Subsection(s) for standards.

Figure 2.020.1 ODS Overlay Map

T3N
T4N
T4MS
T5N
T5MS
Large Site > 5 ac and > 800 ft wide
Large site > 20 ac
Zones where ODS do not apply
BART Station
BART Line
BART Pedestrian Walkshed
RASP
BayPoint Master Plan

Figure 2.020.2 ODS Overlay Map - Area 1

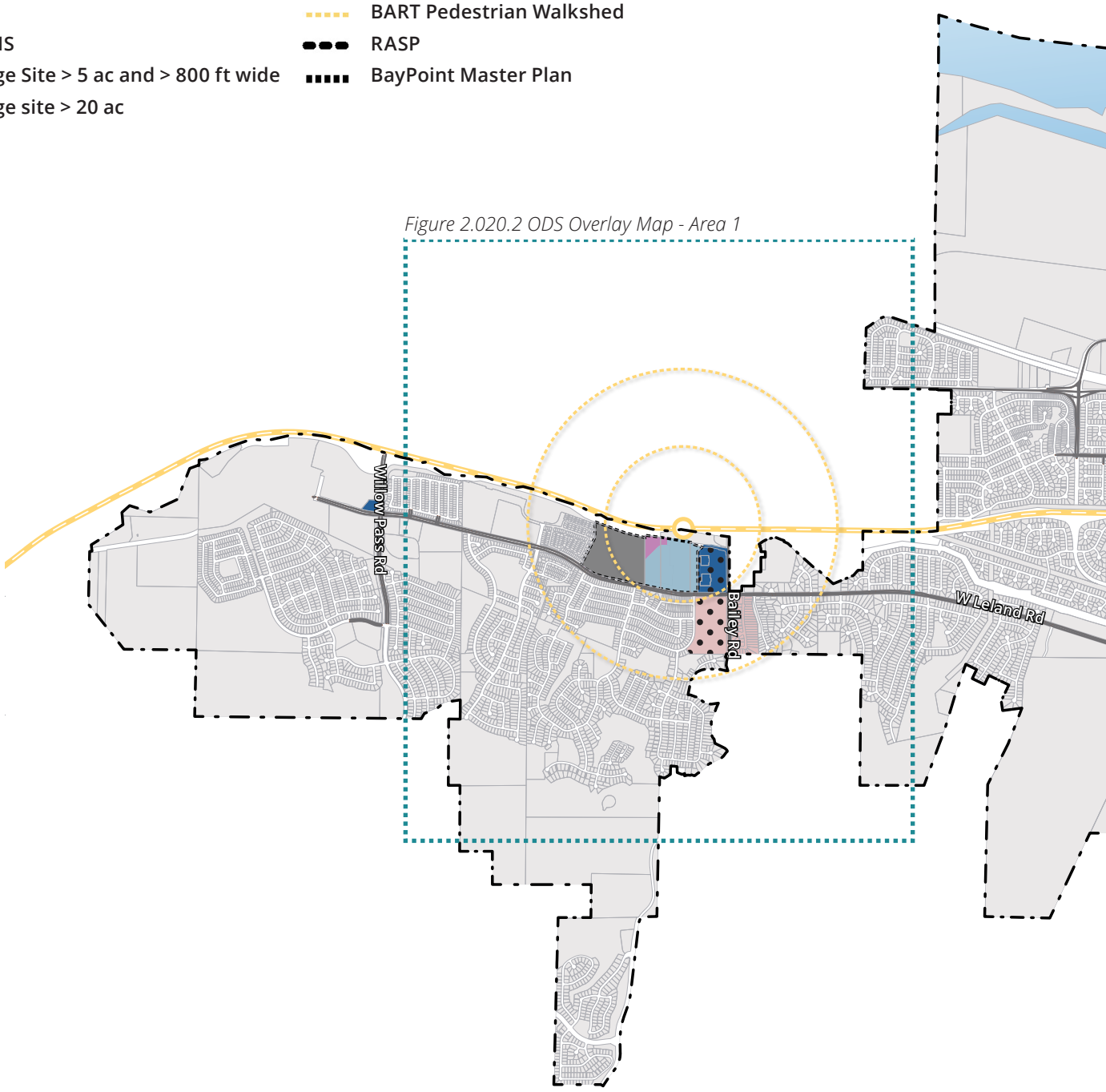


Figure 2.020.3 ODS Overlay Map - Area 2

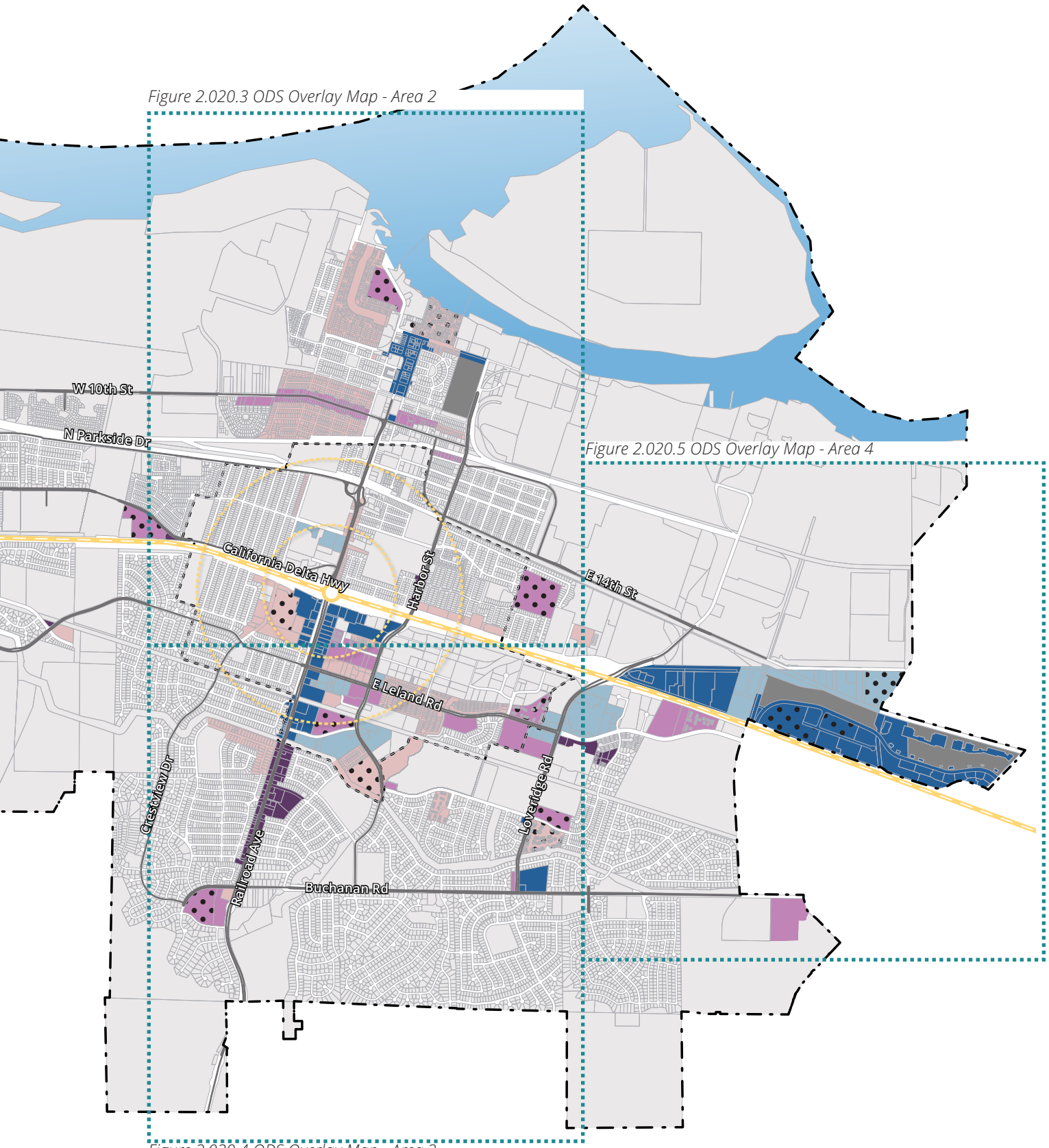


Figure 2.020.5 ODS Overlay Map - Area 4

Figure 2.020.4 ODS Overlay Map - Area 3

Figure 2.020.2 ODS Overlay Map - Area 1

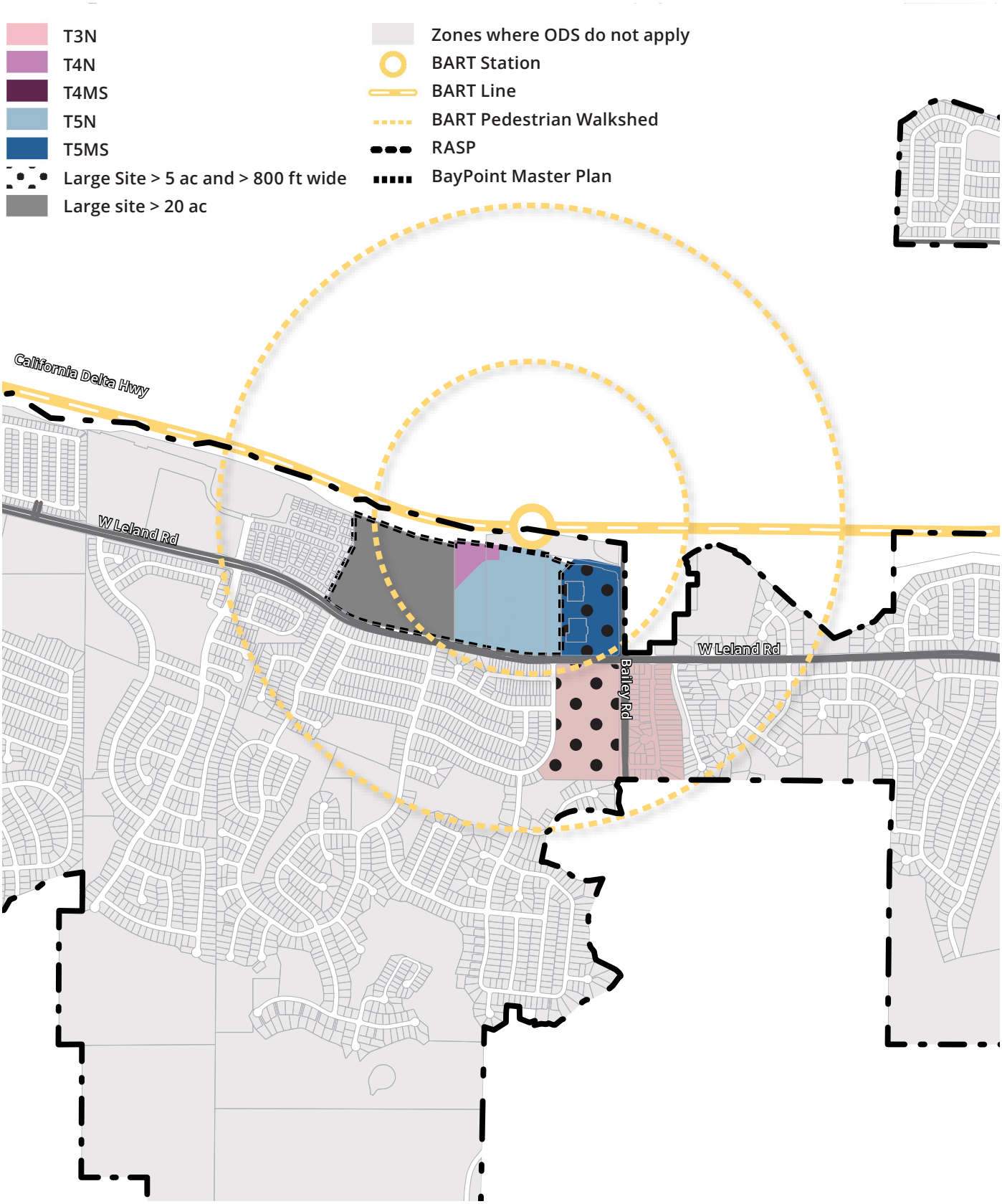


Figure 2.020.3 ODS Overlay Map - Area 2

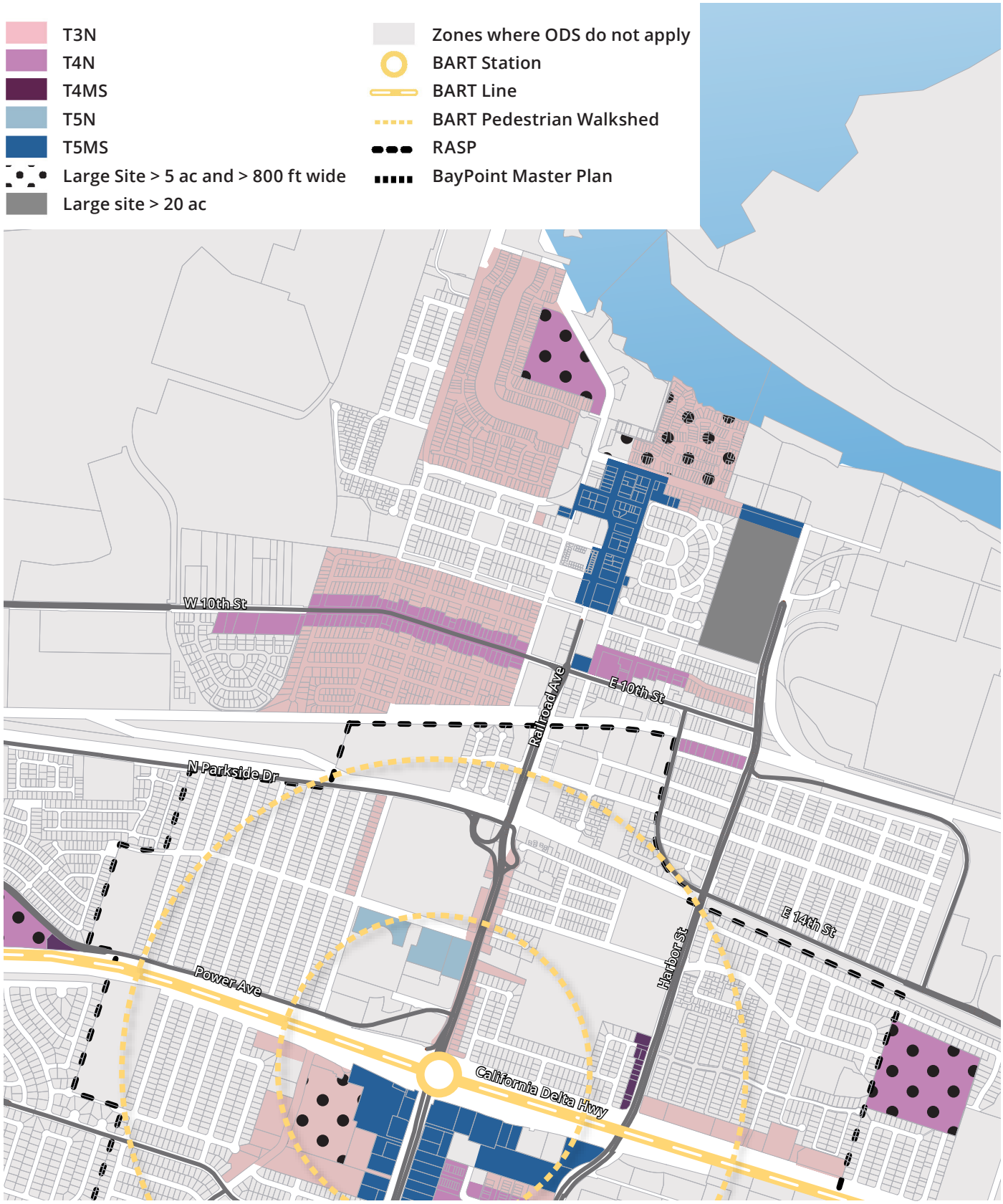


Figure 2.020.4 ODS Overlay Map - Area 3

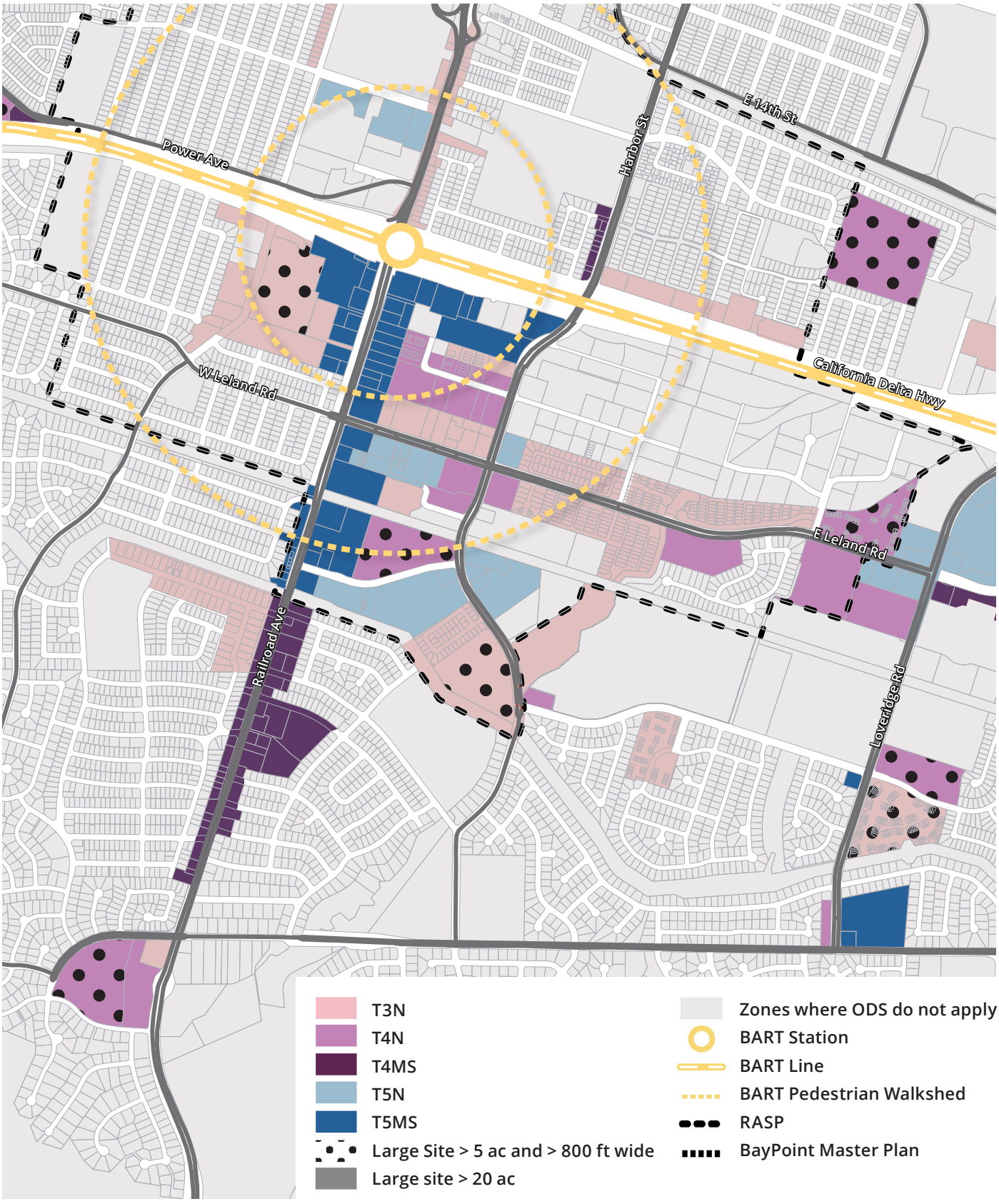


Figure 2.020.5 ODS Overlay Map - Area 4

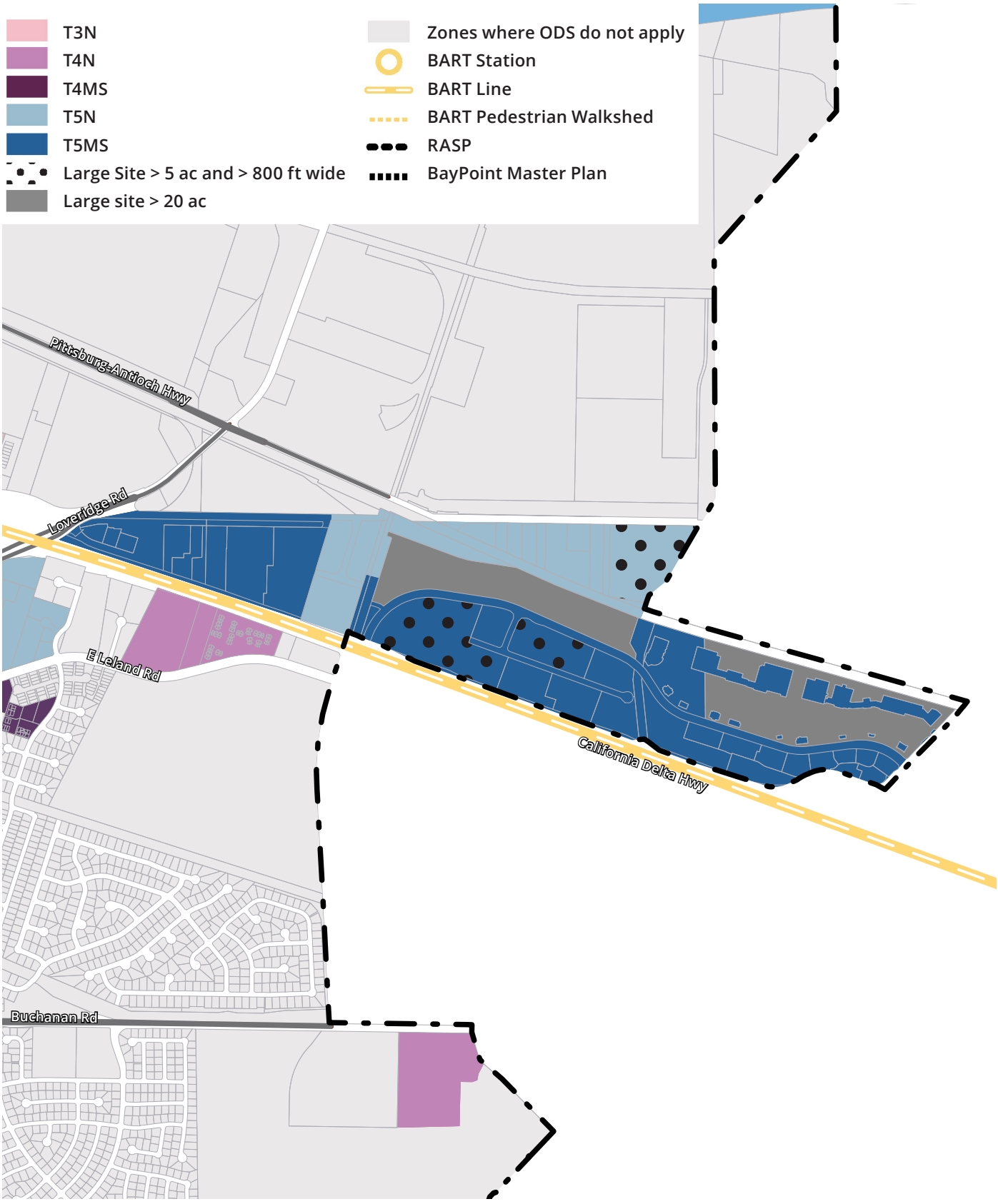


Table 2.030.A: Overview of ODS Zones

Less Urban

T3 Neighborhood 2.040	T4 Neighborhood 2.050
	
Zone Abbreviation	**Zone Abbreviation**
T3N	T4N
Intent	**Intent**
A walkable neighborhood environment of small-to-medium footprint, low-intensity housing choices, supporting and within short walking distance of neighborhood-serving retail and services.	A walkable neighborhood environment of small-to-medium footprint, moderate-intensity housing choices, supporting and within short walking distance of neighborhood-serving retail and services.
Desired Form	**Desired Form**
House-Scale Buildings	House-Scale Buildings
Primarily Detached Buildings	Primarily Detached Buildings
Small-to-Medium Building Footprint	Small-to-Medium Building Footprint
Medium-to-Large Front Setbacks	Small-to-Medium Front Setbacks
Medium-to-Large Side Setbacks	Small-to-Medium Side Setbacks
Up to 3 Stories	Up to 4 Stories

Table 2.030.A: Overview of ODS Zones (Continued)

T4 Main Street 2.060



Zone Abbreviation

T4MS

Intent

A walkable district of medium footprint, moderate intensity, mixed-use buildings and housing choices, supporting neighborhood-serving ground floor retail, food and services.

Desired Form

Mostly Block-Scale Buildings

Primarily Attached Buildings

Medium Building Footprint

Small-to-None Front Setbacks

Small-to-None Side Setbacks

Up to 3 Stories

T5 Neighborhood 2.070



Zone Abbreviation

T5N

Intent

A walkable neighborhood environment with medium-to-large footprint, moderate-intensity housing choices, supporting and within short walking distance of neighborhood-serving retail and services.

Desired Form

Primarily Block-Scale Buildings

Primarily Attached Buildings

Medium-to-Large Building Footprint

Small Front Setbacks

Small Side Setbacks

Up to 5 Stories

Table 2.030.A: Overview of ODS Zones (Continued)

More Urban

T5 Main Street 2.080



Zone Abbreviation

T5MS

Intent

A walkable district of medium-to-large footprint, mixed-use buildings and housing choices, supporting neighborhood-serving ground floor retail, food and services.

Desired Form
Block-Scale Buildings
Primarily Attached Buildings
Medium-to-Large Building Footprint
Small-to-None Front Setbacks
Small-to-None Side Setbacks
Up to 5 Stories

2.040 T3 Neighborhood (T3N)



General note: the illustrations above are intended to provide a brief overview of the zone and are descriptive in nature.

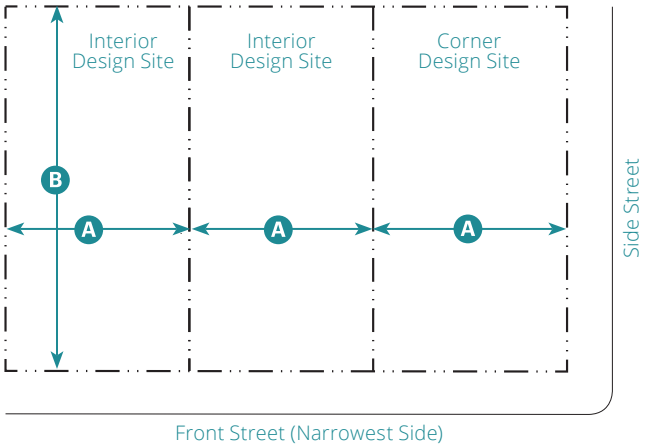
Table 2.040.A Intent

A walkable neighborhood environment of small-to-medium footprint, low-intensity housing choices, supporting and within short walking distance of neighborhood-serving retail and services.

Table 2.040.B Building Types and Design Site Size		
Allowed Building Types	**Design Site**	
(Primary Building)	**Width (A)**	**Depth (B)**
House-Scale		
Duplex Side-by-Side	60' min.	110' min.
Duplex Stacked	50' min.	100' min.
Cottage Court	90' min.	120' min.
Townhouse	25' min.	100' min.
Design Site		
Each design site shall have only one primary building type.		
Design sites of at least 5 acres and at least 800 feet wide along the Front or Side Street are required to include new street(s) and civic space per Subsection 3.040 (Large Sites).		
Accessory Dwelling Unit/Junior Accessory Dwelling Unit		
See Section 18.50.315 (Design and Development Standards) of Title 18 (Zoning) for standards.		

Table 2.040.C Building Form		
Primary Building		
Stories	3 max.	
To Highest Eave/Parapet	35' max.	C
Overall	40' max.	D
Ground Floor Finish Floor Level		
Residential Uses	By allowed Frontage Type or Base Flood Elevation Plus 1'; which ever is greater	E
Non-Residential Uses	6" max.	E
Common entries may be set at grade in compliance with local and federal accessibility standards.		
Habitable Space on Ground Floor along front facade		
Depth	12' min. Cottage Court 30' min. All Other Building Types	F F
Ground Floor Clear Height		
Residential Uses	9' min.	G
Non-Residential Uses	10' min.	G
Accessory Dwelling Unit/Junior Accessory Dwelling Unit		
See Section 18.50.315 (Design and Development Standards) for standards.		
Building Footprint and Massing		
Additional standards	Section 4 (Building Types) and Section 5 (Massing and Facade Articulation Standards)	

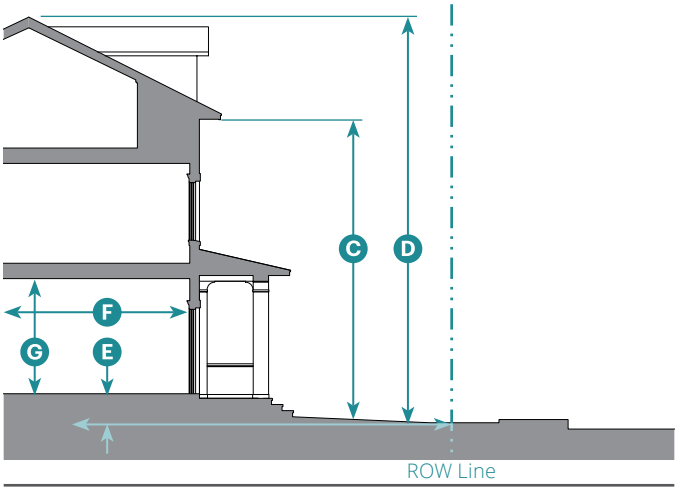
Figure 2.040.1



Key

ROW/ Design Site Line

Figure 2.040.2



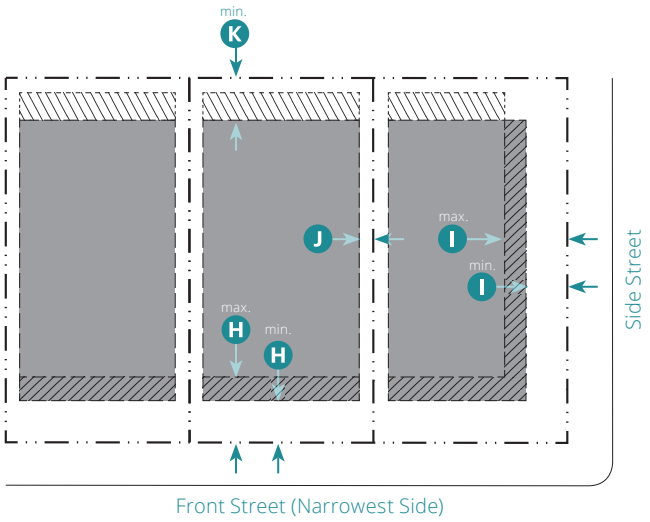
Key

ROW Line

Table 2.040.D Building Placement			
Setback (Distance from ROW/ Design Site Line)			
Primary Building			
Front (Facade Zone)	15' min.	25' max.	H
Side Street (Facade Zone)	15' min.	25' max.	I
Side	7' min.		J
Rear	20' min.		K
Accessory Dwelling Unit/Junior Accessory Dwelling Unit See Section 18.50.315 (Design and Development Standards) for standards.			
Accessory Structures See Article I (Accessory Structures) of Chapter 18.84 for standards.			
No internal Side setback required between Townhouses in a Run			
Encroachments into Minimum Setbacks			
Architectural Features, including ramps and stairs, may encroach into minimum setbacks a maximum of 10 feet.			
Building Facade			
Facade Zone Defined By Building			
Total length of facade required within the facade zone:			
Front	60% min. exclusive of setbacks		
Side Street	50% min. exclusive of setbacks		

Table 2.040.E Frontages	
Allowed Frontage Types	**Standards**
Porch Projecting	6.040
Porch Engaged	6.050
Dooryard	6.060
Stoop	6.070

Figure 2.040.3

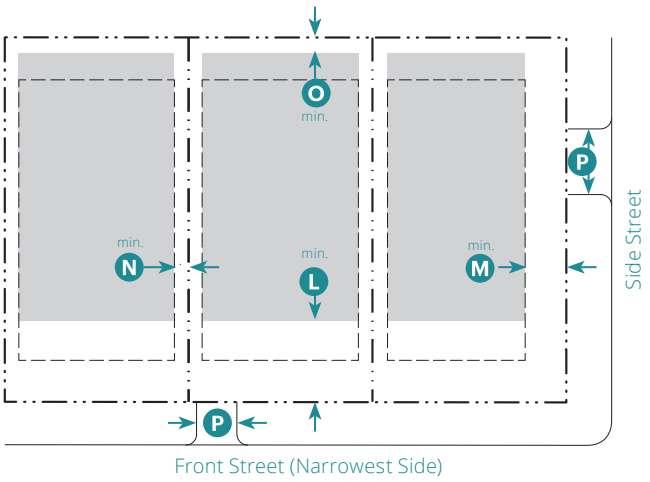


Key

- ROW/ Design Site Line
- Building Setback Line
- Buildable Area
- Acc. Structures Only
- Facade Zone

Table 2.040.F On-Site Vehicular and Bicycle Parking		
Vehicular Spaces		
Residential Uses		
Studio or 1 Bedroom	1 min. per unit	
2 or More Bedrooms	1.5 min. per unit	
Allowed Non-Residential Uses per Building		
≤ 1,000 sf	0 min.	
≥ 1,000 sf	1.5 min. per 1,000 sf above first 1,000 sf	
Additional standards	Subsection 3.030 (Parking)	
Bicycle Spaces		
Residential Uses		
Studio or 1 Bedroom	1 min. per unit	
2 or More Bedrooms	2 min. per unit	
Setback (Distance from ROW/ Design Site Line)		
Front	45' min.	L
Side Street	25' min.	M
Side	5' min.	N
Rear	5' min.	O
Bicycles may be parked anywhere on design site, in compliance with pedestrian and vehicular access standards.		
Driveway		
Curb Cut/Width		P
One-Way	12' max.	
Two-Way	Not Allowed	
Curb cut width may exceed allowed max. width along alley.		
Driveways may be shared between adjacent design sites but shall not exceed maximum allowed width.		
Driveway access on corner design sites required from side street or rear.		

Figure 2.040.4



Key

ROW/ Design Site Line

Building Setback Line

Parking Area

2.050 T4 Neighborhood (T4N)



General note: the illustrations above are intended to provide a brief overview of the zone and are descriptive in nature.

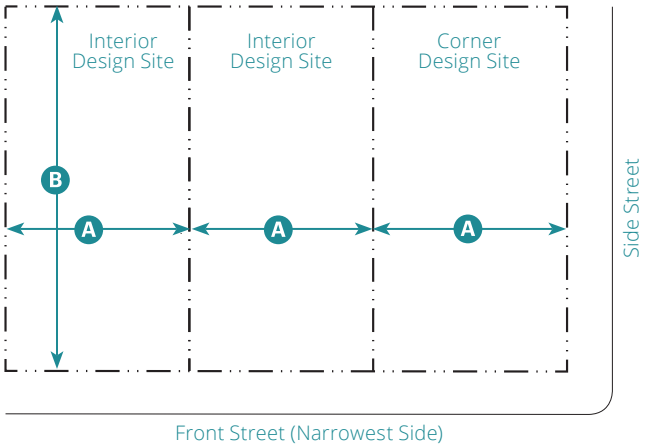
Table 2.050.A Intent

A walkable neighborhood environment of small-to-medium footprint, moderate-intensity housing choices, supporting and within short walking distance of neighborhood-serving retail and services.

Table 2.050.B Building Types and Design Site Size		
Allowed Building Types	**Design Site**	
(Primary Building)	**Width A**	**Depth B**
House-Scale		
Multiplex Small	60' min.	110' min.
Townhouse	18' min.	100' min.
Courtyard Building Small	100' min.	150' min.
Design Site		
Each design site shall have only one primary building type.		
Design sites of at least 5 acres and at least 800 feet wide along the Front or Side Street are required to include new street(s) and civic space per Section 3.040 (Large Sites).		
Accessory Dwelling Unit/Junior Accessory Dwelling Unit		
See Section 18.50.315 (Design and Development Standards) of Title 18 (Zoning) for standards.		

Table 2.050.C Building Form		
Primary Building		
Stories	4 max.	
To Highest Eave/Parapet	45' max.	C
Overall	50' max.	D
Ground Floor Finish Floor Level		
Residential Uses	By allowed Frontage Type or Base Flood Elevation Plus 1'; which ever is greater	E
Non-Residential Uses	6" max.	E
Common entries may be set at grade in compliance with local and federal accessibility standards.		
Habitable Space on Ground Floor along front facade		
Depth	30' min.	F
Ground Floor Clear Height		
Residential Uses	9' min.	G
Non-Residential Uses	10' min.	G
Accessory Dwelling Unit/Junior Accessory Dwelling Unit		
See Section 18.50.315 (Design and Development Standards) for standards.		
Building Footprint and Massing		
Additional standards	Section 4 (Building Types) and Section 5 (Massing and Facade Articulation Standards)	

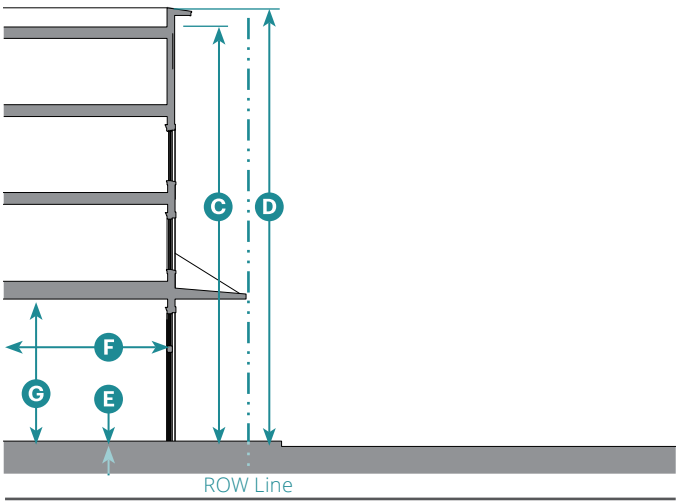
Figure 2.050.1



Key

ROW/ Design Site Line

Figure 2.050.2

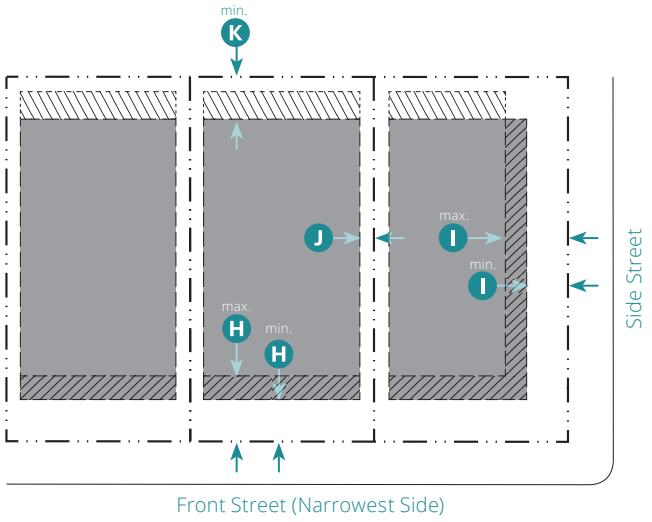


Key

ROW Line

Table 2.050.D Building Placement			
Setback (Distance from ROW/ Design Site Line)			
Primary Building			
Front (Facade Zone)	10' min.	20' max.	H
Side Street (Facade Zone)	10' min.	20' max.	I
Side	5' min.		J
Rear	20' min.		K
Accessory Dwelling Unit/Junior Accessory Dwelling Unit See Section 18.50.315 (Design and Development Standards) for standards.			
Accessory Structures See Article I (Accessory Structures) of Chapter 18.84 for standards.			
No internal Side setback required between Townhouses in a Run			
Encroachments into Minimum Setbacks			
Architectural Features, including ramps and stairs, may encroach into minimum setbacks a maximum of 8 feet.			
Building Facade			
Facade Zone Defined By Building			
Total length of facade required within the facade zone:			
Front	65% min. exclusive of setbacks		
Side Street	55% min. exclusive of setbacks		

Figure 2.050.3



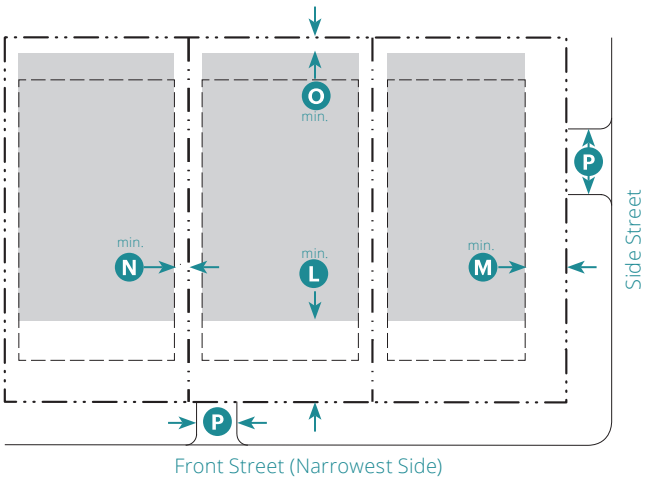
Key

- ROW/ Design Site Line
- Building Setback Line
- Buildable Area
- Acc. Structures Only
- Facade Zone

Table 2.050.E Frontages	
Allowed Frontage Types	**Standards**
Porch Projecting	6.040
Porch Engaged	6.050
Dooryard	6.060
Stoop	6.070

Table 2.050.F On-Site Vehicular and Bicycle Parking		
Vehicular Spaces		
Residential Uses		
Studio or 1 Bedroom	1 min. per unit	
2 or More Bedrooms	1.5 min. per unit	
Allowed Non-Residential Uses per Building		
≤ 1,500 sf	0 min.	
≥ 1,500 sf	1.5 min. per 1,000 sf above first 1,500 sf	
Additional standards	Subsection 3.030 (Parking)	
Bicycle Spaces		
Residential Uses		
Studio or 1 Bedroom	1 min. per unit	
2 or More Bedrooms	2 min. per unit	
Setback (Distance from ROW/ Design Site Line)		
Front	40' min.	L
Side Street	20' min.	M
Side	5' min.	N
Rear	5' min.	O
Bicycles may be parked anywhere on design site, in compliance with pedestrian and vehicular access standards.		
Driveway		
Curb Cut/Width		P
One-Way	10' max.	
Two-Way	Not Allowed	
Curb cut width may exceed allowed max. width along alley.		
Driveways may be shared between adjacent design sites but shall not exceed maximum allowed width.		
Driveway access on corner design sites required from side street or rear.		

Figure 2.050.4



Key

ROW/ Design Site Line

Building Setback Line

Parking Area

2.060 T4 Main Street (T4MS)



General note: the illustrations above are intended to provide a brief overview of the zone and are descriptive in nature.

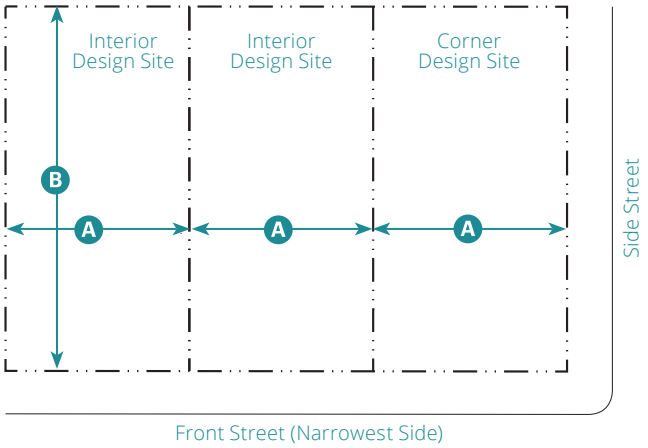
Table 2.060.A Intent

A walkable district of medium footprint, moderate intensity, mixed-use buildings and housing choices, supporting neighborhood-serving ground floor retail, food and services.

Table 2.060.B Building Types and Design Site Size		
Allowed Building Types	**Design Site**	
(Primary Building)	**Width A**	**Depth B**
House-Scale		
Courtyard Building Small	100' min.	140' min.
Block-Scale		
Townhouse	18' min.	100' min.
Main Street Building	25' min.	100' min.
Design Site		
Each design site shall have only one primary building type.		
Design sites of at least 5 acres and at least 800 feet wide along the Front or Side Street are required to include new street(s) and civic space per Section 3.040 (Large Sites).		
Accessory Dwelling Unit/Junior Accessory Dwelling Unit		
See Section 18.50.315 (Design and Development Standards) of Title 18 (Zoning) for standards.		

Table 2.060.C Building Form		
Primary Building		
Stories	3 max.	
To Highest Eave/Parapet	35' max.	C
Overall	40' max.	D
Ground Floor Finish Floor Level		
Residential Uses	By allowed Frontage Type or Base Flood Elevation Plus 1'; which ever is greater	E
Non-Residential Uses	6" max.	E
Common entries may be set at grade in compliance with local and federal accessibility standards.		
Habitable Space on Ground Floor along front facade		
Depth	30' min.	F
Ground Floor Clear Height		
All Uses	12' min.	G
Accessory Dwelling Unit/Junior Accessory Dwelling Unit		
See Section 18.50.315 (Design and Development Standards) for standards.		
Building Footprint and Massing		
Additional standards	Section 4 (Building Types) and Section 5 (Massing and Facade Articulation Standards)	

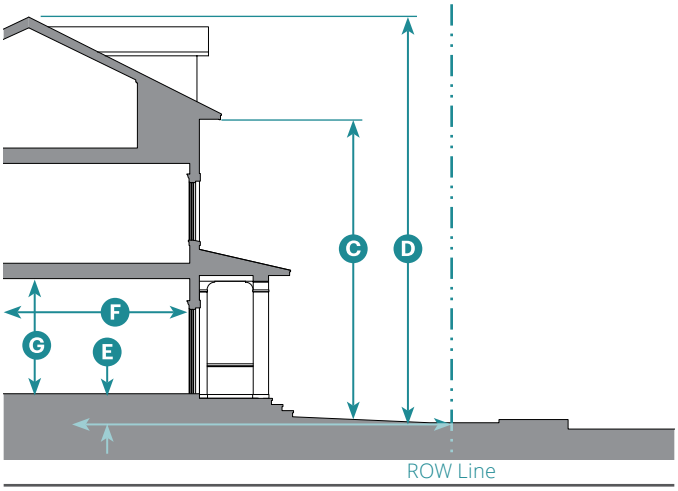
Figure 2.060.1



Key

ROW/ Design Site Line

Figure 2.060.2



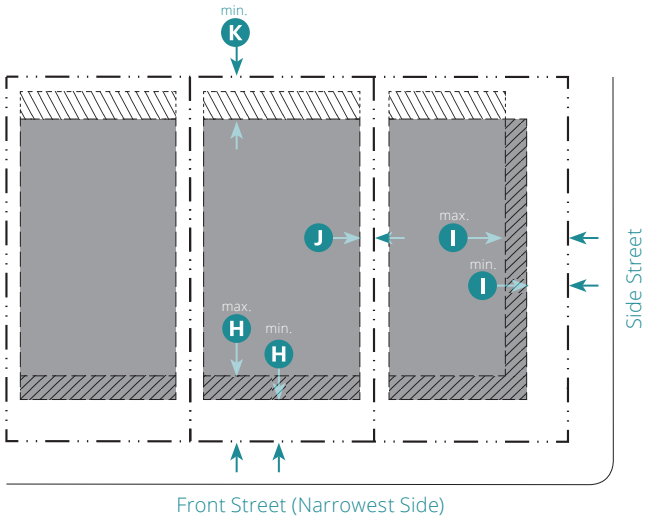
Key

ROW Line

Table 2.060.D Building Placement			
Setback (Distance from ROW/ Design Site Line)			
Primary Building			
Front (Facade Zone)	0' min.	10' max.	H
Side Street (Facade Zone)	0' min.	10' max.	I
Side	0' min.		J
Rear	10' min.		K
Accessory Dwelling Unit/Junior Accessory Dwelling Unit See Section 18.50.315 (Design and Development Standards) for standards.			
Accessory Structures See Article I (Accessory Structures) of Chapter 18.84 for standards.			
Encroachments into Minimum Setbacks			
Architectural Features, including ramps and stairs, may encroach into minimum setbacks a maximum of 5 feet, but shall not encroach within public ROWs.			
Upper stories Architectural Features on Front and Side Street are allowed to encroach within public ROWs with a 10' min. of clearance.			
Building Facade			
Facade Zone Defined By Building			
Total length of facade required within the facade zone:			
Front	80% min. exclusive of setbacks		
Side Street	70% min. exclusive of setbacks		

Table 2.060.E Frontages	
Allowed Frontage Types	**Standards**
Dooryard	6.060
Stoop	6.070
Forecourt	6.080
Shopfront	6.090
Terrace	6.100
Gallery	6.110

Figure 2.060.3

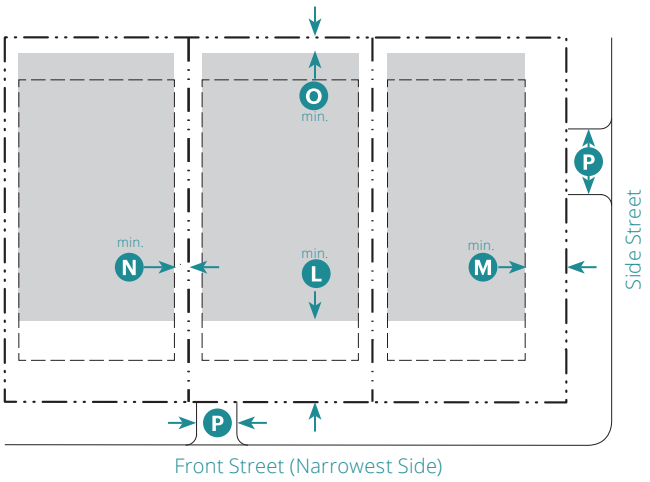


Key

- ROW/ Design Site Line
- Building Setback Line
- Buildable Area
- Acc. Structures Only
- Facade Zone

Table 2.060.F On-Site Vehicular and Bicycle Parking		
Vehicular Spaces		
Residential Uses		
Studio or 1 Bedroom	0.75 min. per unit	
2 or More Bedrooms	1.25 min. per unit	
Allowed Non-Residential Uses per Building		
≤ 3,00 sf	0 min.	
≥ 3,000 sf	1.5 min. per 1,000 sf above first 3,000 sf	
Additional standards	Subsection 3.030 (Parking)	
Bicycle Spaces		
Residential Uses		
Studio or 1 Bedroom	1 min. per unit	
2 or More Bedrooms	2 min. per unit	
Setback (Distance from ROW/ Design Site Line)		
Front	30' min.	L
Side Street	10' min.	M
Side	0' min.	N
Rear	5' min.	O
Bicycles may be parked anywhere on design site, in compliance with pedestrian and vehicular access standards.		
Driveway		
Curb Cut/Width		P
One-Way	10' max.	
Two-Way	14' max.	
Curb cut width may exceed allowed max. width along alley.		
Driveways may be shared between adjacent design sites but shall not exceed maximum allowed width.		
Driveway access on corner design sites required from side street or rear.		

Figure 2.060.4



Key

ROW/ Design Site Line

Building Setback Line

Parking Area

2.070 T5 Neighborhood (T5N)



General note: the illustrations above are intended to provide a brief overview of the zone and are descriptive in nature.

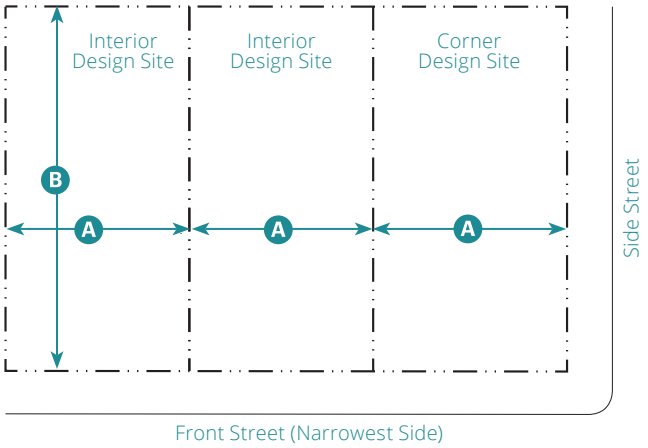
Table 2.070.A Intent

A walkable neighborhood environment with medium-to-large footprint, moderate-intensity housing choices, supporting and within short walking distance of neighborhood-serving retail and services.

Table 2.070.B Building Types and Design Site Size		
Allowed Building Types	**Design Site**	
(Primary Building)	**Width A**	**Depth B**
House-Scale		
Multiplex Large	60' min.	110' min.
Block-Scale		
Townhouse	18' min.	60' min.
Courtyard Building Large	110' min.	180' min.
Design Site		
Each design site shall have only one primary building type.		
Design sites of at least 5 acres and at least 800 feet wide along the Front or Side Street are required to include new street(s) and civic space per Section 3.040 (Large Sites).		
Accessory Dwelling Unit/Junior Accessory Dwelling Unit		
See Section 18.50.315 (Design and Development Standards) of Title 18 (Zoning) for standards.		

Table 2.070.C Building Form		
Primary Building		
Stories	5 max.	
To Highest Eave/Parapet	60' max.	C
Overall	65' max.	D
Ground Floor Finish Floor Level		
Residential Uses	By allowed Frontage Type or Base Flood Elevation Plus 1'; which ever is greater	E
Non-Residential Uses	6" max.	E
Common entries may be set at grade in compliance with local and federal accessibility standards.		
Habitable Space on Ground Floor along front facade		
Depth	30' min.	F
Ground Floor Clear Height		
Residential Uses	9' min.	G
Non-Residential Uses	12' min.	G
Accessory Dwelling Unit/Junior Accessory Dwelling Unit		
See Section 18.50.315 (Design and Development Standards) for standards.		
Building Footprint and Massing		
Additional standards	Section 4 (Building Types) and Section 5 (Massing and Facade Articulation Standards)	

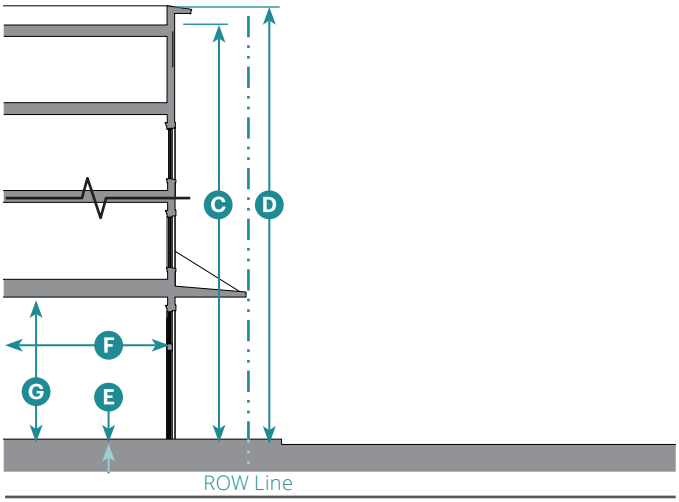
Figure 2.070.1



Key

ROW/ Design Site Line

Figure 2.070.2



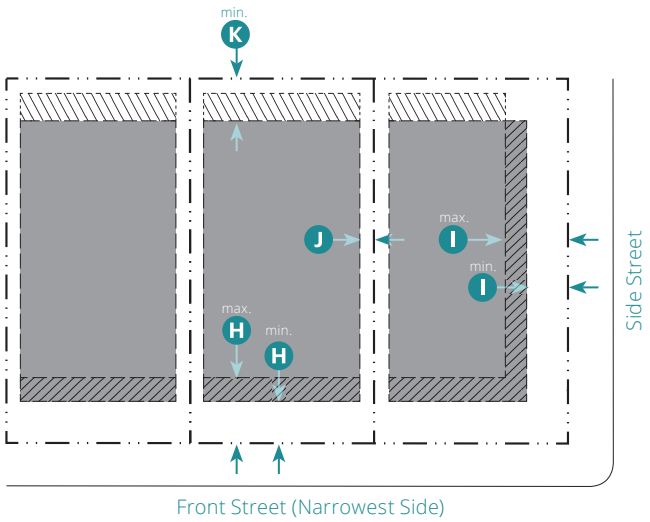
Key

ROW Line

Table 2.070.D Building Placement			
Setback (Distance from ROW/ Design Site Line)			
Primary Building			
Front (Facade Zone)	10' min.	15' max.	H
Side Street (Facade Zone)	10' min.	15' max.	I
Side	5' min.		J
Rear	15' min.		K
Accessory Dwelling Unit/Junior Accessory Dwelling Unit See Section 18.50.315 (Design and Development Standards) for standards.			
Accessory Structures See Article I (Accessory Structures) of Chapter 18.84 for standards.			
No internal Side setback required between Townhouses in a Run			
Encroachments into Minimum Setbacks			
Architectural Features, including ramps and stairs, may encroach into minimum setbacks a maximum of 8 feet.			
Building Facade			
Facade Zone Defined By Building			
Total length of facade required within the facade zone:			
Front	75% min. exclusive of setbacks		
Side Street	65% min. exclusive of setbacks		

Table 2.070.E Frontages	
Allowed Frontage Types	**Standards**
Dooryard	6.060
Stoop	6.070
Forecourt	6.080
Terrace	6.100

Figure 2.070.3

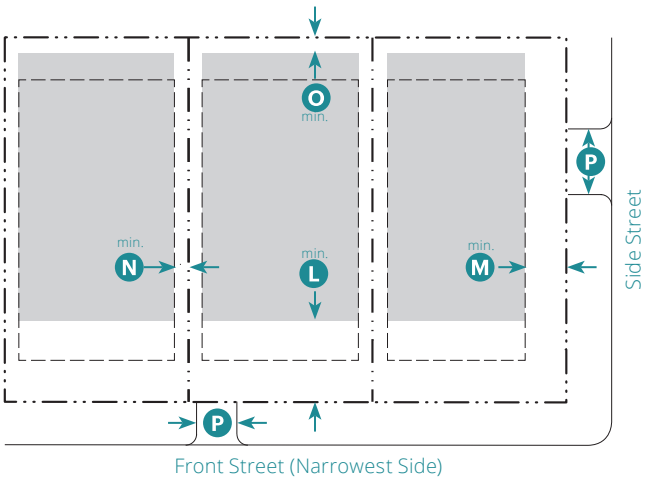


Key

- ROW/ Design Site Line
- Building Setback Line
- Buildable Area
- Acc. Structures Only
- Facade Zone

Table 2.070.F On-Site Vehicular and Bicycle Parking		
Vehicular Spaces		
Residential Uses		
Studio or 1 Bedroom	1 min. per unit	
2 or More Bedrooms	1.5 min. per unit	
Allowed Non-Residential Uses per Building		
≤ 1,500 sf	0 min.	
≥ 1,500 sf	1.5 min. per 1,000 sf above first 1,500 sf	
Additional standards	Subsection 3.030 (Parking)	
Bicycle Spaces		
Residential Uses		
Studio or 1 Bedroom	1 min. per unit	
2 or More Bedrooms	2 min. per unit	
Setback (Distance from ROW/ Design Site Line)		
Front	35' min.	L
Side Street	15' min.	M
Side	5' min.	N
Rear	5' min.	O
Bicycles may be parked anywhere on design site, in compliance with pedestrian and vehicular access standards.		
Driveway		
Curb Cut/Width		P
One-Way	10' max.	
Two-Way	14' max.	
Curb cut width may exceed allowed max. width along alley.		
Driveways may be shared between adjacent design sites but shall not exceed maximum allowed width.		
Driveway access on corner design sites required from side street or rear.		

Figure 2.070.4



Key

ROW/ Design Site Line

Building Setback Line

Parking Area

2.080 T5 Main Street (T5MS)



General note: the illustrations above are intended to provide a brief overview of the zone and are descriptive in nature.

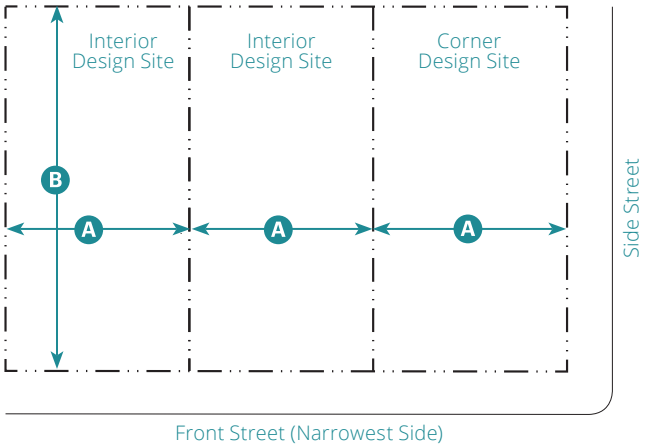
Table 2.080.A Intent

A walkable district of medium-to-large footprint, mixed-use buildings and housing choices, supporting neighborhood-serving ground floor retail, food and services.

Table 2.080.B Building Types and Design Site Size		
Allowed Building Types	**Design Site**	
(Primary Building)	**Width (A)**	**Depth (B)**
Block-Scale		
Courtyard Building Large	90' min.	170' min.
Main Street Building	25' min.	100' min.
Design Site		
Each design site shall have only one primary building type.		
Design sites of at least 5 acres and at least 800 feet wide along the Front or Side Street are required to include new street(s) and civic space per Section 3.040 (Large Sites).		
Accessory Dwelling Unit/Junior Accessory Dwelling Unit		
See Section 18.50.315 (Design and Development Standards) of Title 18 (Zoning) for standards.		

Table 2.080.C Building Form		
Primary Building		
Stories	5 max.	
To Highest Eave/Parapet	60' max.	(C)
Overall	65' max.	(D)
Ground Floor Finish Floor Level		
Residential Uses	By allowed Frontage Type or Base Flood Elevation Plus 1'; which ever is greater	(E)
Non-Residential Uses	6" max.	(E)
Common entries may be set at grade in compliance with local and federal accessibility standards.		
Habitable Space on Ground Floor along front facade		
Depth	30' min.	(F)
Ground Floor Clear Height		
All Uses	14' min.	(G)
Accessory Dwelling Unit/Junior Accessory Dwelling Unit		
See Section 18.50.315 (Design and Development Standards) for standards.		
Building Footprint and Massing		
Additional standards	Section 4 (Building Types) and Section 5 (Massing and Facade Articulation Standards)	

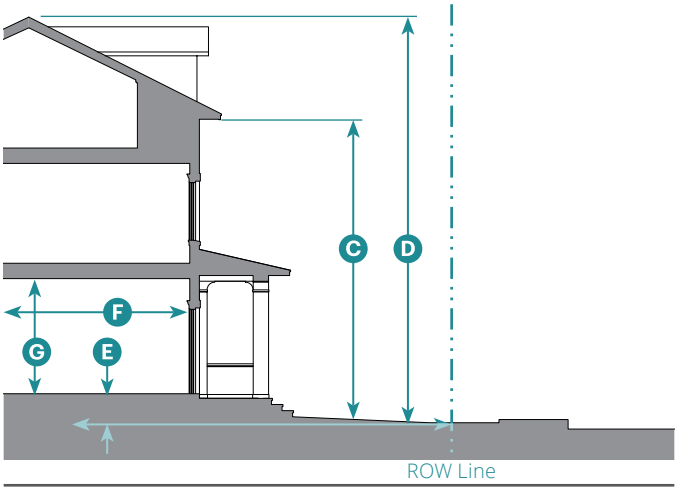
Figure 2.080.1



Key

ROW/ Design Site Line

Figure 2.080.2

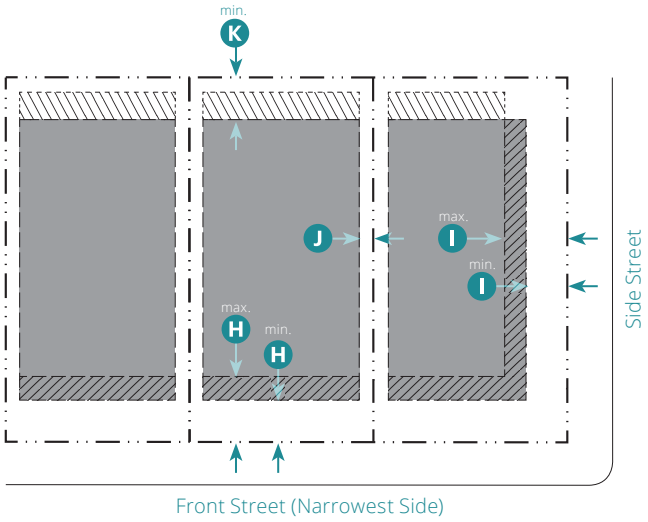


Key

ROW Line

Table 2.080.D Building Placement			
Setback (Distance from ROW/ Design Site Line)			
Primary Building			
Front (Facade Zone)	0' min.	5' max.	H
Side Street (Facade Zone)	0' min.	5' max.	I
Side	0' min.		J
Rear	10' min.		K
Accessory Dwelling Unit/Junior Accessory Dwelling Unit See Section 18.50.315 (Design and Development Standards) for standards.			
Accessory Structures See Article I (Accessory Structures) of Chapter 18.84 for standards.			
Encroachments into Minimum Setbacks			
Architectural Features, including ramps and stairs, may encroach into minimum setbacks a maximum of 5 feet, but shall not encroach within public ROWs.			
Upper stories Architectural Features on Front and Side Street are allowed to encroach within public ROWs with a 10' min. of clearance.			
Building Facade			
Facade Zone Defined By Building			
Total length of facade required within the facade zone:			
Front	80% min. exclusive of setbacks		
Side Street	70% min. exclusive of setbacks		

Figure 2.080.3



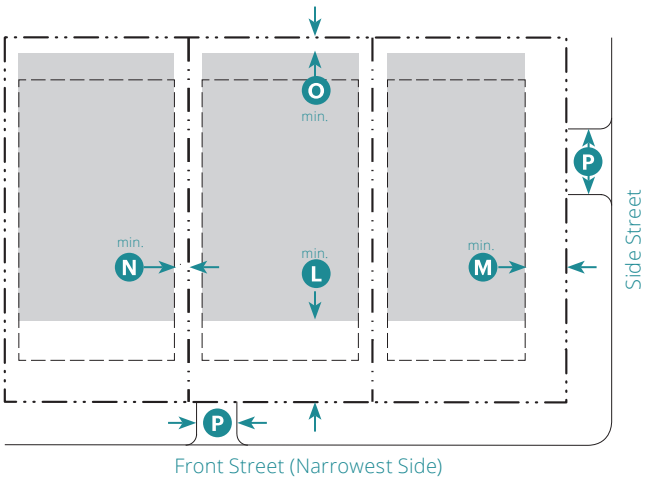
Key

- ROW/ Design Site Line
- Building Setback Line
- Buildable Area
- Acc. Structures Only
- Facade Zone

Table 2.080.E Frontages	
Allowed Frontage Types	**Standards**
Dooryard	6.060
Forecourt	6.080
Shopfront	6.090
Terrace	6.100
Gallery	6.110

Table 2.080.F OnVehicular and Bicycle Parking		
Vehicular Spaces		
Residential Uses		
Studio or 1 Bedroom	0.75 min. per unit	
2 or More Bedrooms	1.25 min. per unit	
Allowed Non-Residential Uses per Building		
≤ 5,00 sf	0 min.	
≥ 5,000 sf	1.5 min. per 1,000 sf above first 5,000 sf	
Additional standards	Subsection 3.030 (Parking)	
Bicycle Spaces		
Residential Uses		
Studio or 1 Bedroom	1 min. per unit	
2 or More Bedrooms	2 min. per unit	
Setback (Distance from ROW/ Design Site Line)		
Front	40' min.	L
Side Street	30' min.	M
Side	0' min.	N
Rear	5' min.	O
Bicycles may be parked anywhere on design site, in compliance with pedestrian and vehicular access standards.		
Driveway		
Curb Cut/Width		P
One-Way	10' max.	
Two-Way	14' max.	
Curb cut width may exceed allowed max. width along alley.		
Driveways may be shared between adjacent design sites but shall not exceed maximum allowed width.		
Driveway access on corner design sites required from side street or rear.		

Figure 2.080.4



Key

ROW/ Design Site Line

Building Setback Line

Parking Area

2.090 Allowed Uses

Refer to the underlying zone for the allowed uses and standards in Title 18, Division III. Base District Regulations.

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Section 3: Site Standards

Subsections:

3.010 Purpose
3.020 Screening
3.030 Parking
3.040 Large Sites

3.010 Purpose

This Section provides standards to ensure that new development accomplishes the following:

1. Makes a positive contribution to the development pattern of the area;
2. New or altered structures are compatible with the design and use of existing structures on neighboring properties;
3. Respects the existing conditions of neighboring properties; and
4. Does not adversely affect neighboring properties, with "adversely affect" meaning to impact in a substantial, negative manner the habitability of these properties.

3.020 Screening

1. **Intent**. This Subsection provides standards for screening, fences, and walls for the protection of property, the enhancement of privacy, the attenuation of noise, and the improvement of the visual environment.

2. **Height Standards for Screening.** Except for wall- and ground-mounted equipment that is not visible from the public right-of-way or abutting design sites, all equipment shall comply with the following:

   A. **Screening Height Maximums.** Screening shall not exceed the maximums identified in Table 3.020.A (Maximum Height Allowed).

   B. **Screening Height Measurement.** Screening height shall be measured as the vertical distance between the finished grade at the base of the screen and the top edge of the screen material.

Table 3.020.A: Maximum Height Allowed

ODS zone	Item	Maximum Height Allowed			
		Front	Side St.	Side	Rear
T3N	Fences	3' max.	3' max.	6' max.	6' max.
	Free Standing Walls	3' max.	3' max.	6' max.	6' max.
	Mechanical Equipment[1]	X	X	6' max.	6' max.
	Refuse Storage Areas	X	X	6' max.	6' max.
	Landscaping[2]	4' max.	4' max.	No max.	No max.
T4N	Fences	3' max.	3' max.	6' max.	6' max.
	Free Standing Walls	3' max.	3' max.	6' max.	6' max.
	Mechanical Equipment[1]	X	X	6' max.	6' max.
	Refuse Storage Areas	X	X	6' max.	6' max.
	Landscaping[2]	4' max.	4' max.	No max.	No max.
T4MS	Fences	X	X	6' max.	6' max.
	Free Standing Walls	X	X	6' max.	6' max.
	Mechanical Equipment[1]	X	X	6' max.	6' max.
	Refuse Storage Areas	X	X	6' max.	6' max.
	Landscaping[2]	3' max.	3' max.	No max.	No max.
T5N	Fences	3' max.	3' max.	6' max.	6' max.
	Free Standing Walls	3' max.	3' max.	6' max.	6' max.
	Mechanical Equipment[1]	X	X	6' max.	6' max.
	Refuse Storage Areas	X	X	6' max.	6' max.
	Landscaping[2]	4' max.	4' max.	No max.	No max.
T5MS	Fences	X	X	6' max.	6' max.
	Free Standing Walls	X	X	6' max.	6' max.
	Mechanical Equipment[1]	X	X	6' max.	6' max.
	Refuse Storage Areas	X	X	6' max.	6' max.
	Landscaping[2]	3' max.	3' max.	No max.	No max.

[1] Max. allowed height may be exceeded to the highest point of the equipment

[2] Excludes trees

Key X = Item Not Allowed

3. **Courtyard Screening**

   A. Fences, walls and other screening installed to create a courtyard without a roof shall be set back a minimum of 10 feet from the front property line or back of sidewalk, whichever is the least.

4. **Equipment Screening**

   A. The following mechanical equipment is exempt from screening:

      (1) Free-standing or roof-mounted solar equipment; and

      (2) Vents less than two feet in height.

   B. For new installation or relocation of existing mechanical equipment, the equipment shall be screened.

      (1) **Roof-Mounted Equipment.** Building parapets or other architectural elements in the building's architectural style shall screen roof-mounted equipment.

         (a) New buildings shall be designed to provide a parapet or other architectural element that is as tall or taller than the highest point on any new mechanical equipment to be located on the roof of the building; and

         (b) For existing buildings with no parapet less than two feet in height, mechanical equipment shall be surrounded on all sides by an opaque screen wall as tall as the highest point of the equipment. The wall shall be architecturally consistent with the building and match the existing building with paint, finish, and trim cap detail.

      (2) **Wall- and Ground-Mounted Equipment**

         (a) Equipment and screening shall be in compliance with the setbacks of the ODS zone.

         (b) Screening shall be architecturally compatible and include matching paint, finish, and trim cap of the building.

5. **Temporary Fencing.** Temporary fencing may be used to provide security for approved special events, construction sites, or vacant structures and land, which cannot otherwise be secured.

6. **Barbed Wire and Razor Wire.** Barbed wire and razor wire screening are not allowed.

7. **Safety.** Fences, walls, and other screening and landscaping, whether provided in compliance with the provisions of this Subsection or provided in addition to those provisions, are subject to review by the Traffic Engineer in the following areas to ensure that visibility is maintained:

   A. Within 10 feet of the point of intersection of:

      (1) A vehicular access way or driveway and a street; and/or

      (2) A vehicular access way or driveway and a sidewalk.

   B. Within 20 feet of the point of intersection of two or more vehicular access ways, including driveways, alleys, or streets.

   C. As used in this Subsection, "point of intersection" is measured from the face of curb or if none, from the edge of pavement.

8. **Maintenance.** Fences, walls, and other screening shall be maintained erect and in a state of good repair. A dilapidated, dangerous, or unsightly fence or wall shall be repaired, replaced, or removed, as the situation may warrant.

3.030 Parking

1. **Intent.** This Subsection prescribes standards for motor vehicle and bicycle parking areas, access drives, and standards for reducing motor vehicle trips per capita to and from development. These standards are intended to ensure that new development accomplishes the following:

   A. Consistency with the intended physical character of walkable environments;

   B. Provision of bicycle parking to increase bicycle trips and reduce motor vehicle trips per capita; and

   C. Appropriately limits, screens, and landscapes motor vehicle parking areas to protect and enhance the environmental and visual quality of the community, enhance privacy, attenuate noise, and control dust.

2. **Parking Categories**

   A. **On-site parking.** On-site parking is allowed in all ODS zones per Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone subject to the standards in this Subsection**.**

   B. **Off-site parking.** Off-site parking is only allowed in developments of at least 5 acres per Subsection 3.040 (Large Sites)**.**

3. **Bicycle Parking Standards.** Bicycle parking shall be provided in compliance with Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone.

4. **General Vehicular Parking Standards**

A. **Sharing of On-Site Parking.** Sharing of parking between different uses and developments is allowed.

B. **Sharing of Non-Residential Parking Required.** If on-site parking spaces for non-residential uses are provided, such spaces shall be made available for use by the general public during at least one of the following time periods:

(1) Monday through Friday, 8 AM to 5 PM; or

(2) Monday through Friday, 5 PM to 11 PM and all day on Saturday and Sunday.

5. **Number of Motor Vehicle Parking Spaces Required**

A. **Required Spaces.** The minimum number of on-site parking spaces required is listed in Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone.

(1) Parking Spaces for the Handicapped shall meet the requirements of the California Administrative Code (Title 24, Part 2, Chapter 2-71).

B. **Required Number of Parking Spaces**

(1) When calculating the required number of parking spaces, numbers shall be rounded down to the closest whole number.

(2) Parking systems that stack individual vehicles are counted as three spaces for every horizontal space identified.

(3) **Calculating Required Parking for a Mixed-Use Development.** For a building with residential and non-residential uses, shared parking shall be calculated as follows. The sum of the required parking for the two use types as stated in Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone shall be divided by the factor listed in Table 3.030.A (Shared Parking Factor for Two Uses). The required number of parking spaces shall be rounded up to the closest whole number.

Table 3.030.A: Shared Parking Factor for Two Uses

	Residential	Lodging	Office	Retail
Residential	1.0	1.1	1.4	1.2
Lodging	1.1	1.0	1.7	1.3
Office	1.4	1.7	1.0	1.2
Retail/ Commercial	1.2	1.3	1.2	1.0

C. **Exception in the Event of Changes of Use or Alterations to Existing Buildings or Structures.** If an existing building or structure is altered or existing land uses are changed, the existing number of parking spaces on a property may be retained, even if the resulting building, structure or land use would ordinarily be subject to a lower maximum parking allowance.

6. **Electric Vehicle Charging.** Electric vehicle charging facilities shall be provided in compliance with CA Green Standards Building Code, Title 24, Part 11.

7. **Traffic-Reducing Parking Standards**

A. **Carshare Parking Spaces**

(1) Carshare parking spaces shall be provided in the amounts specified in Table 3.030.B (Required Carshare Parking Spaces).

Table 3.030.B: Required Carshare Parking Spaces	
Residential Uses	**Carshare Parking Spaces Required**
0-49 units	None
50-100 units	1
101 or more units	2 + 1 per additional 200 units
Office/Research & Development Uses	**Carshare Parking Spaces Required**
≤ 10,000 sf	None
> 10,000 sf	1 per 10,000 sf

(2) The required carshare space(s) shall be made available, at no cost, to a carshare service for purposes of providing carshare services to its members. At the election of the property owner, the carshare spaces may be provided:

(a) On the design site; or

(b) On another off-street site within 1,000 feet of the design site.

(3) Required carshare space or spaces shall be designed in a manner that will make the spaces accessible to non-resident subscribers from outside the building as well as building residents.

(4) If no carshare service can make use of the dedicated carshare parking spaces, the spaces may be occupied by non-carshare vehicles; provided, however, that upon 90 days of advance written notice to the property owner from a carshare service, the property owner shall terminate any non-carsharing leases for such spaces and shall make the spaces available to the carshare service for its use of such spaces.

B. **Carpool Spaces.** If parking is provided at a development, parking spaces reserved for use by carpool/vanpool vehicles shall be designated in preferred locations (including, but are not limited to, closest to building entries). The locations of these spaces shall be approved by the City. The minimum number of carpool spaces required is listed in Table 3.030.C (Required Carpool Parking Spaces).

Table 3.030.C: Required Carpool Parking Spaces	
Office/Research & Development Uses	**Carpool Parking Spaces Required**
≤ 40 parking spaces	None
> 40 parking spaces	10% of the total number of spaces
Other Uses	**Carpool Parking Spaces Required**
All Other Uses	None

C. **Parking Costs Unbundled from the Cost of Other Goods and Services**

(1) **Residential Uses.** All off-street parking spaces accessory to residential uses in structures of four dwellings or more shall be leased or sold separately from the rental or purchase fees for dwellings for the life of the dwellings, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. Renters or buyers of on-site inclusionary affordable units shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwellings.

(2) **Non-Residential Uses.** All off-street parking spaces accessory to non-residential uses shall be leased or sold separately from the rental or purchase fees for non-residential building space for the life of the building, such that potential renters or buyers have the option of renting or buying building space at a price lower than would be the case if there were a single price for both the building space and the parking space.

(3) **Exception.** Off-street parking spaces accessory to retail uses are not required to be leased or sold separately from retail space and may be offered to shoppers and other visitors free of charge for stays of up to two hours.

8. **Parking Spaces, Design and Layout**

A. **Access.** On-site parking areas shall be accessed per the following:

(1) Parking shall be designed with an appropriate means of vehicular access to a street or to an alley to cause the least interference with traffic flow.

(2) Ingress to and egress from parking spaces shall be from an on-site aisle or driveway, directly from the front, side street, public alley, or rear lane.

(3) On-site loading space(s) is not required.

B. **Driveways**

(1) Access to Driveways

(a) Driveway access to and from developments of two or fewer dwelling units onto public streets shall be where practical by forward motion of the vehicle; and

(b) Driveway access to and from developments of three or more dwelling units onto public streets shall be by forward motion of the vehicle.

(c) Minimum 30 feet separation between driveways for all uses except developments of two or fewer dwelling units.

(d) Driveways shall comply with the Contra Costa County fire protection district for access road and fire lanes.

(2) Number of Driveways. Table 3.030.D (Number of Driveways) specifies the maximum number of driveways for a development site based on the amount of lot frontage along arterial streets.

Table 3.030.D: Number of Driveways	
Lot Frontage	**Maximum Number of Driveways**
Up to 150'	1
150' to 299'	2
Each additional 300'	1

(3) Driveways shall be setback from design site lines as follows:

(a) Minimum two feet from side design site lines; and/or

(b) No less than the minimum rear parking setback per the ODS zone.

(4) Driveways shall extend to and include the area between the design site line and the edge of the street pavement.

C. **Aisles.** Table 3.030.E (Aisle Widths) specifies the minimum dimensions for a aisles based on the angle for the parking spaces.

(1) Driveways shall comply with the Contra Costa County Fire Protection District for access road and fire lanes.

Table 3.030.E: Aisle Widths		
Angle of Parking Space	**One-Way Traffic**	**Two-Way Traffic**
90 degrees	25' min.	25' min.
60 degrees	16' min.	23' min.
45 degrees	12' min.	22' min.
30 degrees	11' min.	21' min.
0 degrees	12' min.	24' min.

D. **Parking Space Dimensions.** Table 3.030.F (Parking Space Dimensions) specifies the minimum dimensions for parking spaces.

Table 3.030.F: Parking Space Dimensions		
Use	**Width**	**Depth**
Residential	10' min.	20' min.
Non-Residential	9' min.	18' min.
All (Parallel Spaces)	10' min.	22' min.

E. **Tandem Parking.** Tandem parking is allowed in all ODS zones for all uses, subject to on-site management.

F. **Identification as to Purpose and Location.** On-site parking areas of four or more spaces shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading areas, while distinguishing such spaces from aisle and other circulation features.

G. **Materials**

(1) All parking area and driveway specifications to follow those specified by the Engineering Division of the City of Pittsburg.

(2) Parking area surfacing materials shall comply with all applicable Contra Costa County Fire Protection District Standards and City of Pittsburg Standard Details and Specifications.

H. **Location**

(1) **On-site Parking.** Location of on-site parking is regulated by the required setbacks in Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone and the following:

(a) Parking lots shall be separated at least by five feet from buildings to make room for a sidewalk, landscaping, and/or other planting between the building and the parking area; and

(b) The required separation may be eliminated to the rear of buildings in areas designed for unloading and loading of materials.

(2) **Off-site Parking.** Location of Off-site parking is regulated by the required plan in Subsection 3.030.9 (Off-site Parking Plan)

I. **Size of Parking Lot.** Parking lots larger than 10,000 square feet in size shall be broken down into smaller parking areas with planted landscape areas with a minimum width of 15 feet between them to minimize the perceived scale of the total field of stalls.

9. **Off-site Parking Plan.**

A. All Off-site Parking Plans shall comply with the following standards:

(1) A maximum of 150 feet of distance between parking and building entrances.

3.040 Large Sites

1. Developments of at least 5 acres and at least 800 feet wide along the Front or Side Street are required to be designed per standards identified in Items A through G.

2. Developments over 20 acres are required to be designed per standards identified in Items A through H.

A. **Civic Space Required**

(1) A minimum of 10 percent of the total development area, after subtracting street right-of-ways, is required, meeting or exceeding standards per Item D (Standards and Formula for Dedication of Land) in Section 17.32.020 (Park Dedication).

(2) See Section 7 (Civic Space Types) for allowed types.

B. **Streets.**

(1) Streets are to be applied to create walkable neighborhoods with redundant routes for vehicular, bicycle, and pedestrian circulation.

(2) New streets are required to meet the standards in Roadway Standard Details of the City Council Resolution 07-10785, City Standard Details and Specifications.

C. **Alleys**

(1) Existing alleys may be removed if street access is provided to the design sites on those blocks in compliance with the access standards of the ODS zone.

(2) Alleys may be added in compliance with Roadway Standard Details of the City Council Resolution 07-10785, City Standard Details and Specifications and in compliance with Table 3.040.A (Block Size).

D. **External Connectivity**

(1) The arrangement of streets shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and intended for future development, or where the adjoining lands are undeveloped and include opportunities for such connections.

(2) Street rights-of-way shall be extended to or along adjoining property boundaries to provide a roadway connection or street stub for development, in compliance with Table 3.040.A (Block Size), for each direction (north, south, east, and west) in which development abuts vacant land.

(3) Right-of-way stubs shall be identified and include a notation that all stubs are to connect with future streets on adjoining property and be designed to transition in compliance with Roadway Standard Details of the City Council Resolution 07-10785, City Standard Details and Specifications.

(4) New dead-end streets and cul-de-sacs are not allowed, except when the grade of the new street exceeds 15 percent.

E. **Block Size** (New Blocks and Blocks to be Modified)

(1) Individual block lengths and the total block perimeter shall be in compliance with the standards in Table 3.040.A (Block Size).

(2) If a block contains multiple ODS zones, the most intense ODS zone is to be used to establish the standards for block size.

(3) Blocks shall be a minimum width to result in two halves of developable design sites in compliance with the design site depth standards for the allowed building types in the ODS zone. A single half is allowed when adjoining an existing half-block.

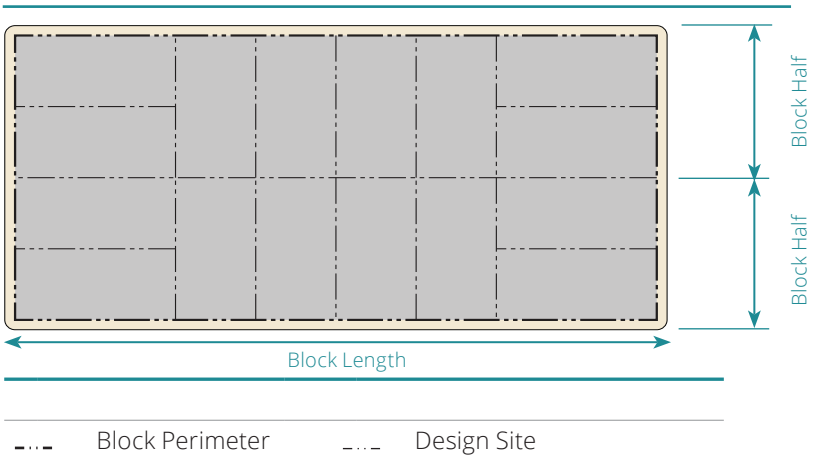
(4) Blocks may be uniquely shaped in compliance with the standards in Table 3.040.A (Block Size Standards).

Table 3.040.A: Block Size

	Length	Perimeter	Length	Perimeter
Zone	**Without Passage**		**Passage Required[1]**	
T3N	600' max.	2,000' max.	800' max.	2,400' max.
T4N	600' max.	2,000' max.	800' max.	2,400' max.
T4MS	450' max.	1,600' max.	N/A	N/A.
T5N	500' max.	1,800' max.	N/A	N/A
T5MS	450' max.	1,600' max.	N/A.	N/A

[1] In compliance with the standards for a Passage in Subsection 7.060 (Passage)

Figure 3.040.1 Block Size



F. **Off-site Parking.** Off-site parking is allowed, per standards in Subsection 3.030 (Parking).

G. **Stormwater Management**

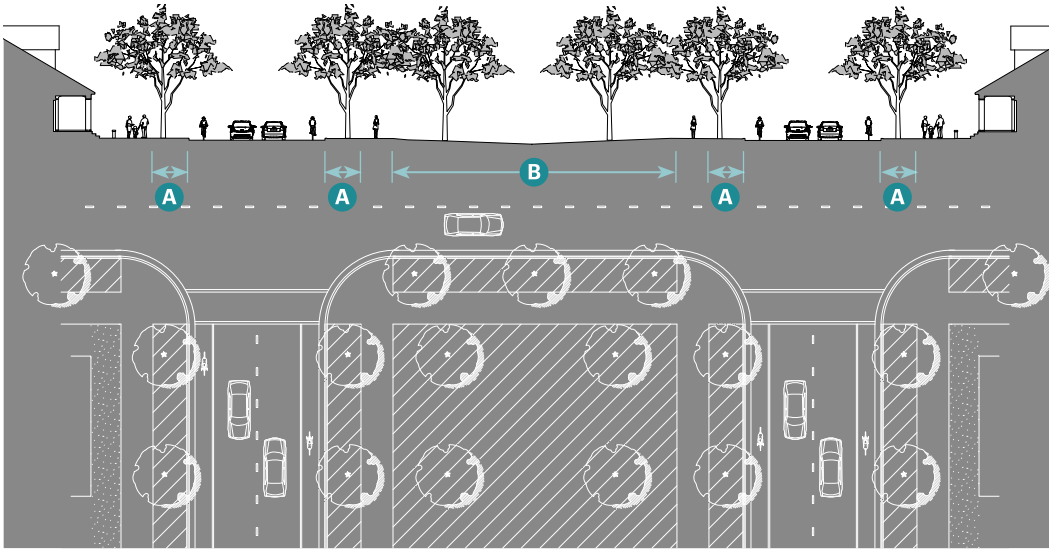
(1) Integrated Design

(a) Stormwater management is required through a system that is integral to the streetscapes and/or the civic and open space(s) in the development.

(b) The area(s) used for stormwater management is to be designed for both seasonal temporary on-site retention of stormwater and as public open space for the neighborhood(s) accessible to the public.

(c) The stormwater management area(s) may connect with those of adjacent development(s).

Figure 3.040.2 Stormwater Management Diagram



Potential Area for Stormwater Management

A Planted Swale

B Civic Space Graded to also Accommodate Stormwater

H. **Applying ODS zones for Developments over 20 acres**

(1) Developments shall apply at least two ODS zones using only the ODS zones established in Section 2 (Zone Standards) and in compliance with Table 3.040.B (Available Zones by General Plan Land Use Designation).

(a) Open sub-zones are allowed, but do not count as a second ODS zone.

(2) Organization of zones.

(a) Low-intensity ODS zones (T3N, and T4N) shall be mapped around neighborhood streets, and open space.

(b) High-intensity ODS zones (T4MS, T5N, and T5MS) shall be mapped around a main street, civic or open space, transit stop, or civic building locations suitable for greater intensities.

(c) Transitions between zones shall occur within the block or across alleys along the adjacent prevailing slope.

Table 3.040.B: Available Zones by General Plan Land Use Designation

Zone	Land Use Designation														
	Residential		Downtown		Mixed Use					Commercial					
	MD	HD	MD	HD	CC	D	G	P/BP BART	Railroad Ave. SPA	D	C	M	PI	R	S
T3N	●	●	●	●					●				●		
T4N		●		●	●		●	●	●			●		●	●
T4MS						●				●	●				
T5N					●	●	●	●	●		●	●		●	●
T5MS						●			●	●	●				

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Section 4: Building Types

Subsections

4.010 Purpose
4.020 Building Types
4.030 Overview of Building Types
4.040 Duplex Side-by-Side
4.050 Duplex Stacked
4.060 Cottage Court
4.070 Multiplex Small
4.080 Multiplex Large
4.090 Townhouse
4.100 Courtyard Building Small
4.110 Courtyard Building Large
4.120 Main Street Building

4.010 Purpose

This Section provides the standards for development of individual building types to achieve the intended physical character of each zone, offer housing choices and affordable housing opportunities, and incubate small businesses as amenities within walkable neighborhoods.

4.020 Building Types

1. Building types are used to articulate size, scale, and intensity according to the intent of each zone.
2. Building types are categorized into two groups: House-Scale Buildings and Block-Scale Buildings. See Figure 4.020.1 (Example of House-Scale and Block-Scale Buildings) for reference.
    A. **House-Scale Buildings.** Buildings that are the size of a house, typically ranging in footprint from as small as 25 feet up to 80 feet in width overall; and
    B. **Block-Scale Buildings.** Buildings that are individually as large as most or all of a block or, when arranged together along a street, appear as long as most or all of a block.
3. The design site size standards for each building type are set in each zone to generate pedestrian-oriented buildings within the overall intended physical character of each zone. The design site size standard identifies the range of design site sizes on which the given building type is allowed to be built.
4. Certain building types have additional standards beyond the zone standards to further calibrate the type for its context.

5. Each design site shall have only one primary building type, except as follows, and in compliance with all standards:

    A. The Cottage Court may consist of up to nine individual buildings. See Subsection 4.040 (Cottage Court);

    B. More than one primary building type is allowed on a parcel that identifies proposed multiple design site lines that meet the standards of this Subsection. See Figure 4.020.2 (Example of Multiple Design Sites on One Parcel).

        (1) Examples

            (a) A parcel large enough to accommodate multiple design sites but smaller than the size of a block; or

            (b) A parcel large enough to create one or more new blocks. See Subsection 3.050 (Large Sites) for standards.

6. On-site open space. The standards identify only the required type (private or common) and amount. For example, if the type only has standards for private open space, common open space is not required for that building type. The identified amount is for the entire building unless specified otherwise.

7. Parking may be designed as tuck-under, detached garage(s), podium or subterranean, in compliance with the zone standards for parking placement.

8. Wings are required to be smaller in size and height than the main body to visually reduce the overall size of a building. To further this objective, the standards specify the amount that wings are required to be offset from the main body so that their facades are not aligned.

9. The maximum number of units identified for each building type is dependent on the design site being large enough to accommodate the zone's standards (e.g., parking). These standards implement the Pittsburg General Plan and do not allow more residential density than what is allowed by the applicable General Plan Land Use category.

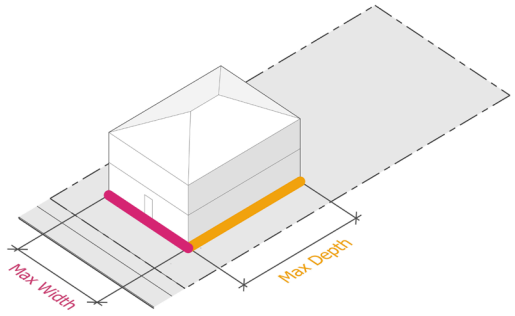
10. Individual designs may vary from the diagrams for each building type in compliance with the standards of this Section.

11. New buildings and their improvements are subject to the City's local standards for Fire Safety and Building Safety.

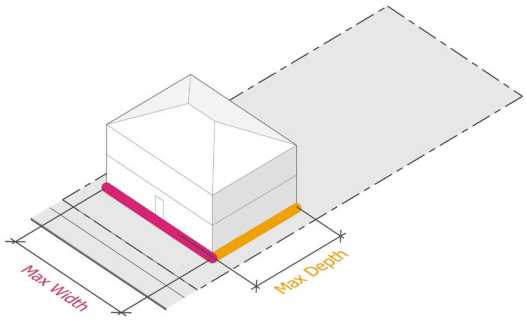
Figure 4.020.1 Example of House-Scale and Block-Scale Buildings

House-Scale Buildings

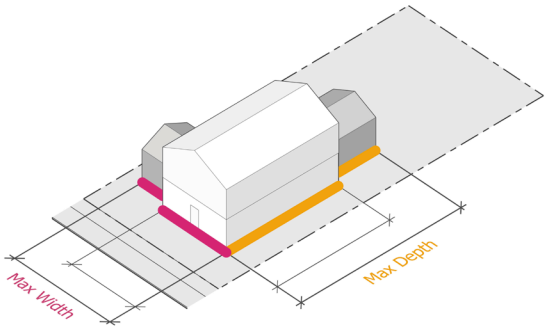
Main body only



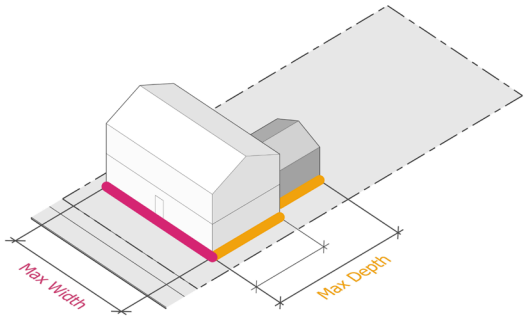
Main body only



Main body with side and rear wings



Main body with rear wing



Block-Scale Buildings

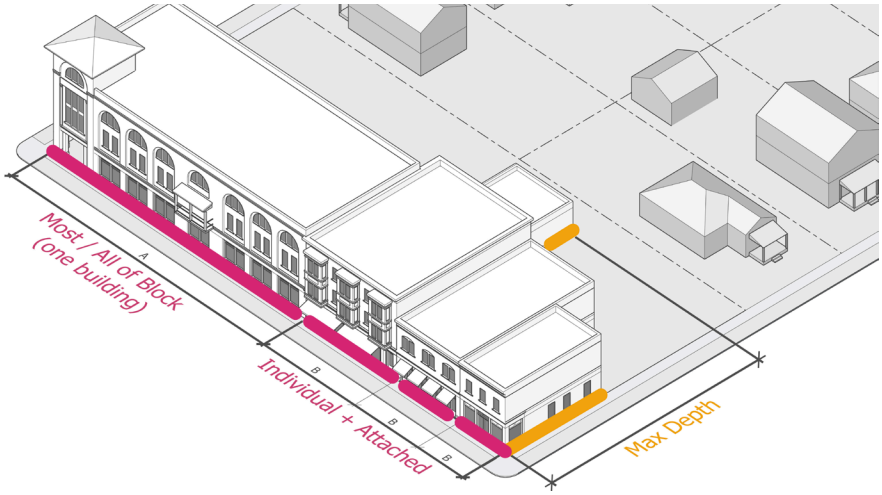
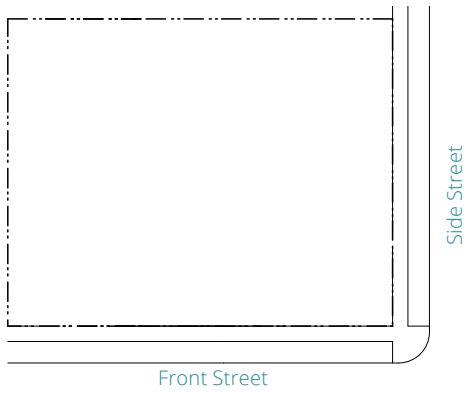
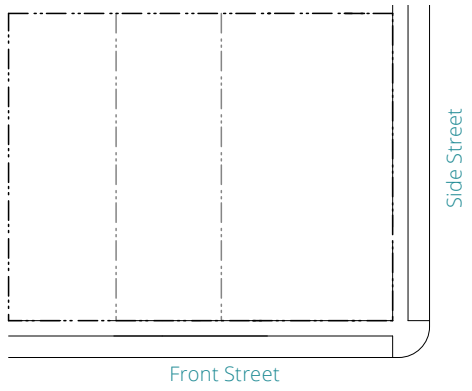


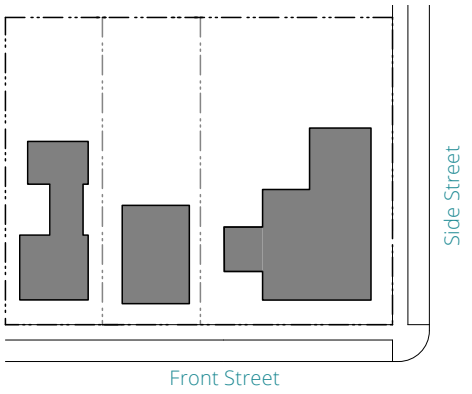
Figure 4.020.2 Example of Multiple Design Sites on One Parcel



One parcel



One parcel proposed for three design sites. Each design site is sized in compliance with the width and depth standards in Table C (Building Types and Design Site Size) *of the* ODS *zone.*



One parcel with three resulting primary buildings in compliance with required setbacks. Individual design sites are not required to be recorded as new parcels.

Larger examples of this approach are parcels that are large enough to make new block(s). See Subsection 3.050 (Large Sites) *for standards.*

Key

Parcel Line

Design Site Line

Primary Building Type

4.030 Overview of Building Types

Table 4.030.A (Building Types Overview) provides an overview of the allowed building types in each zone. The names of the building types are not intended to limit uses within a building type. For example, a Duplex may have non-residential uses within it as allowed by the zone. See referenced Subsection(s) for standards.

Table 4.030.A: Overview of Building Types

Private Frontage Type	Specific Standards	Zones				
		T3N	T4N	T4MS	T5N	T5MS
Duplex Side-by-Side	4.040	P	X	X	X	X
Duplex Stacked	4.050	P	X	X	X	X
Cottage Court	4.060	P	X	X	X	X
Multiplex Small	4.070	X	P	X	X	X
Multiplex Large	4.080	X	X	X	P	X
Townhouse	4.090	P	P	P	P	X
Courtyard Building Small	4.100	X	P	P	X	X
Courtyard Building Large	4.110	X	X	X	P	P
Main Street Building	4.120	X	X	P	X	P

Key P = Allowed O = Allowed Only in Open Sub-Zone or Side Street X = Not Allowed

4.040 Duplex Side-by-Side



Example of Duplex Side-by-Side

Table 4.040.A Description

A small-to-medium-sized, detached, House-Scale Building with small-to-medium setbacks and a rear setback. The building consists of two side-by-side units, both facing the street and within a single building massing. The type has the appearance of a single-unit house and is scaled to fit within lower-intensity neighborhoods.

Table 4.040.B Number of Units

Units per Building	2 max.
Buildings per Design Site	1 max.



Example of Duplex Side-by-Side



Example of Duplex Side-by-Side

General Note: Photos on this page are illustrative, not regulatory.

Table 4.040.C Building Size and Massing		
Height		
Stories	2.5 max.	
Main Body[1]		
Width	48' max.	A
Depth	36' max.	B
Wing(s)[1]		
Width	15' max.	C
Depth	24' max.	D
Separation between Wings	10' min.	
Offset from Main Body facade along Front Street, Side Street, or Civic Space	5' min. if 2 stories; 0' min. if 1 story	E

[1] In compliance with Table E (Building Placement) of the ODS zone

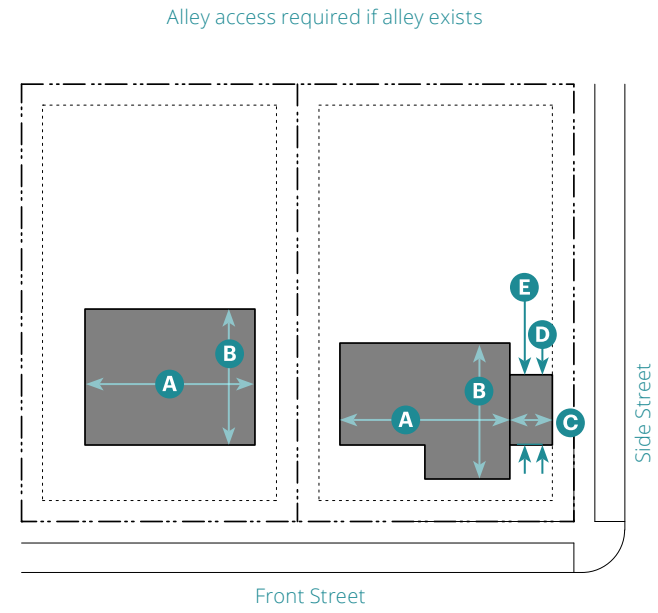
Table 4.040.D Pedestrian Access		
Main Entrance Location	Front Street[2]	F
Each unit shall have an entry facing the street on or within 15' of the front facade.		

[2] On corner design sites, each unit shall front a different street.

Table 4.040.E Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone.	G

Table 4.040.F Open Space		
Common Open Space		
Width	15' min.	H
Depth	15' min.	H
Required setbacks and driveways do not count toward open yard.		
Required open space shall be located behind the main body of the building.		

Table 4.040.G Miscellaneous
Fencing
Fencing only allowed around or between individual buildings and shall not exceed 36" in height.
Visibility shall be maintained through the fencing.

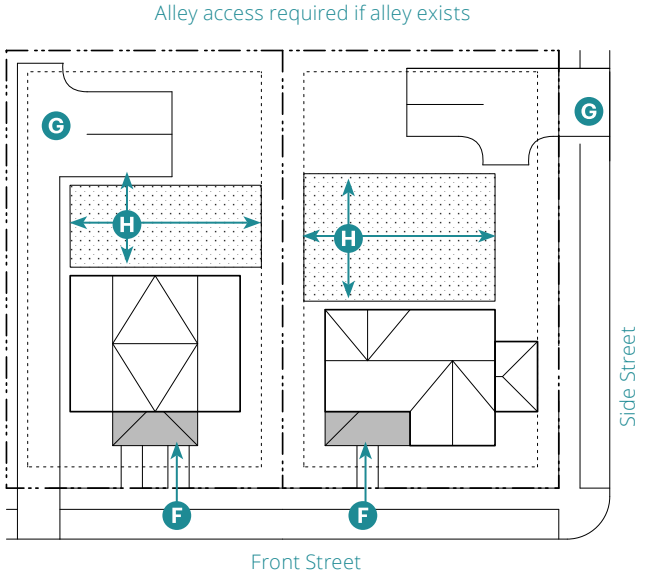


Key

ROW/ Design Site Line

Building Setback Line

Building



Key

ROW/ Design Site Line

Building Setback Line

Frontage

Common Open Spaces

4.050 Duplex Stacked



Example of Duplex Stacked

Table 4.050.A Description

A small-to-medium-sized, detached, House-Scale Building with small-to-medium setbacks and a rear setback. The building consists of two stacked units, both facing the street and within a single building massing. The type has the appearance of a single-unit house and is scaled to fit within lower-intensity neighborhoods..

Table 4.050.B Number of Units

Units per Building	2 max.
Buildings per Design Site	1 max.



Example of Duplex Stacked



Example of Duplex Stacked

General Note: Photos on this page are illustrative, not regulatory.

Table 4.050.C Building Size and Massing		
Height		
Stories	2.5 max.	
Main Body[1]		
Width	36' max.	A
Depth	48' max.	B
Wing(s)[1]		
Width	15' max.	C
Depth	24' max.	D
Separation between Wings	10' min.	
Offset from Main Body facade along Front Street, Side Street, or Civic Space	5' min. if 2 stories; 0' min. if 1 story	E

[1] In compliance with Table E (Building Placement) of the ODS zone

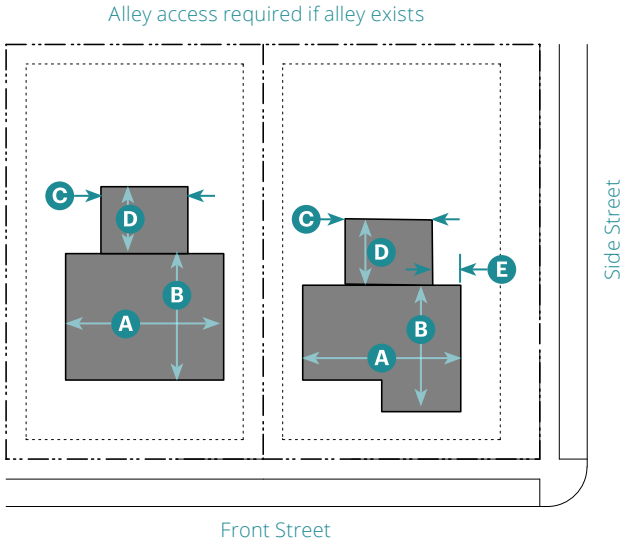
Table 4.050.D Pedestrian Access		
Main Entrance Location	Front Street[2]	F
Each unit shall have an entry facing the street on or within 15' of the front facade.		

[2] On corner design sites, each unit shall front a different street.

Table 4.050.E Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone.	G

Table 4.050.F Open Space		
Common Open Space		
Width	15' min.	H
Depth	15' min.	H
Required setbacks and driveways do not count toward open space.		
Required open space shall be located behind the main body of the building.		

Table 4.050.G Miscellaneous	
Fencing	
Fencing only allowed around or between individual buildings and shall not exceed 36" in height.	
Visibility shall be maintained through the fencing.	

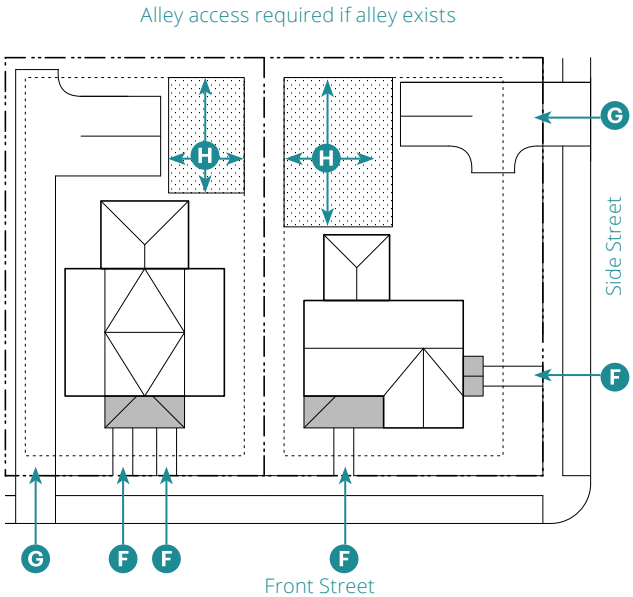


Key

ROW/ Design Site Line

Building

Building Setback Line



Key

ROW/ Design Site Line

Frontage

Building Setback Line

Common Open Spaces

4.060 Cottage Court



Example of Cottage Court

Table 4.060.A Description
A group of three to nine small, detached, House-Scale Buildings arranged to define a shared court open to and visible from the street. The shared court is common open space becoming an important community-enhancing element. The type is scaled to fit within low-to-moderate-intensity neighborhoods and in non-residential contexts.
Synonym: Bungalow Court

Table 4.060.B Number of Units	
Units per Cottage	1 max.
Cottages per Design Site	3 min.; 9 max.



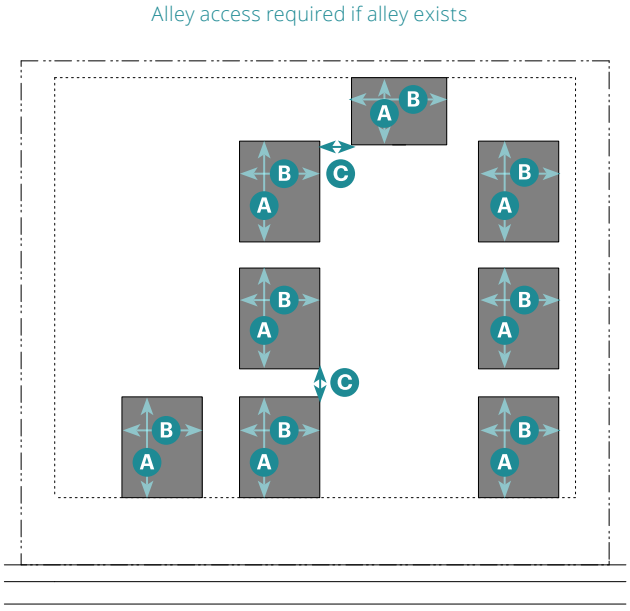
Example of Cottage Court



Example of Cottage Court

General Note: Photos on this page are illustrative, not regulatory.

Table 4.060.C Building Size and Massing		
Height		
Stories	1.5 max.	
Main Body		
Width	32' max.	A
Depth	32' max.	B
Separation between Cottages	7' min.	C
Table 4.060.D Pedestrian Access		
Shared court shall be accessible from front street.		D
Pedestrian Path Setbacks from Building Entrance	6' min.	E
Main entrance to units required from shared court.		
Units on a corner may enter from the side street.		
Pedestrian connections shall connect all buildings to the public ROW, shared court, and parking areas.		
Table 4.060.E Vehicle Access and Parking		
Driveway and parking location shall comply with standards in Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone.		F
Spaces may be individually accessible by the units and/or common parking area(s) at rear or side of design site.		
Table 4.060.F Open Space		
Common Open Space		
Width	15' min.	G
Depth	60' min. (3-4 units) 70' min. (5-9 units)	H
Required setbacks and driveways do not count toward open space.		
Table 4.060.G Miscellaneous		
Fencing		
Fencing only allowed around or between individual buildings and shall not exceed 36" in height.		
Visibility shall be maintained through the fencing.		

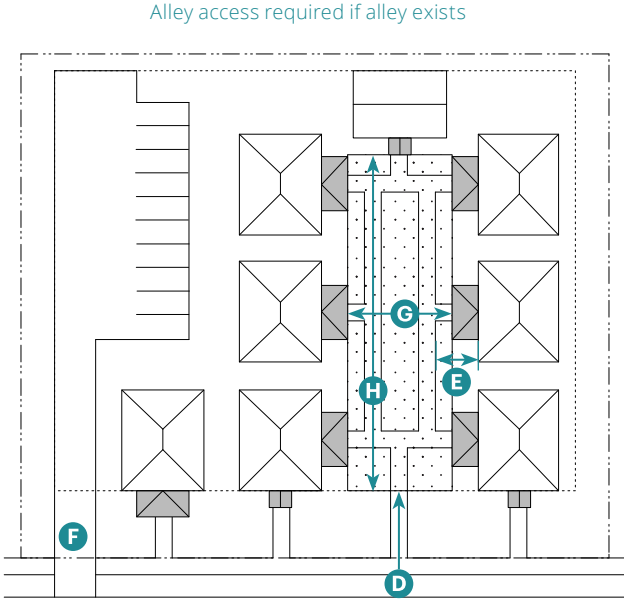


Key

ROW/ Design Site Line

Building Setback Line

Building



Key

ROW/ Design Site Line

Building Setback Line

Frontage

Common Open Spaces

4.070 Multiplex Small



Example of Multiplex Small

Table 4.070.A Description

A small-to-medium-sized, detached, House-Scale Building that consists of three to six side-by-side and/or stacked units, typically with one shared entry or individual entries along the front. The type has the appearance of a medium-sized, single-unit house and is scaled to fit within low- to moderate-intensity neighborhoods.

Table 4.070.B Number of Units

Units per Building	3 min.; 6 max.
Buildings per Design Site	1 max.



Example of Multiplex Small



Example of Multiplex Small

General Note: Photos on this page are illustrative, not regulatory.

Table 4.070.C Building Size and Massing		
Height		
Stories	3 max.	
Main Body		
Width	48' max.	A
Depth	48' max.	B
Wing(s)[1]		
Width	20' max.	C
Depth	20' max.	D
Separation between Wings	15' min.	
Offset from Main Body	5' min.	E

[1]Height is limited to 1 story less than main body and 10' less to highest eave/parapet.

Table 4.070.D Pedestrian Access		
Main Entrance Location	Front Street	E

Each unit may have an individual entry.

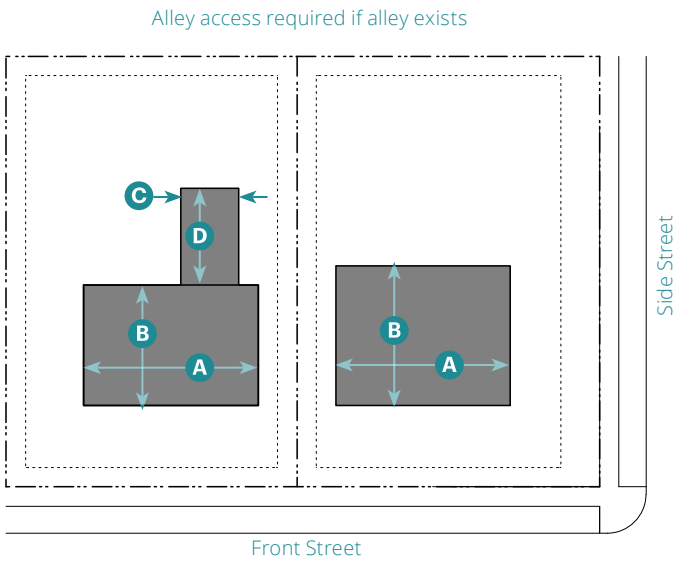
Table 4.070.E Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone.	F

Table 4.070.F Open Space		
Common Open Space[2]		
Width	15' min.	G
Depth	15' min.	H

Required setbacks and driveways do not count toward open space.

Required common open space shall be located behind the main body of the building.

[2] Common open space is not required if the building is within 800' of public open space

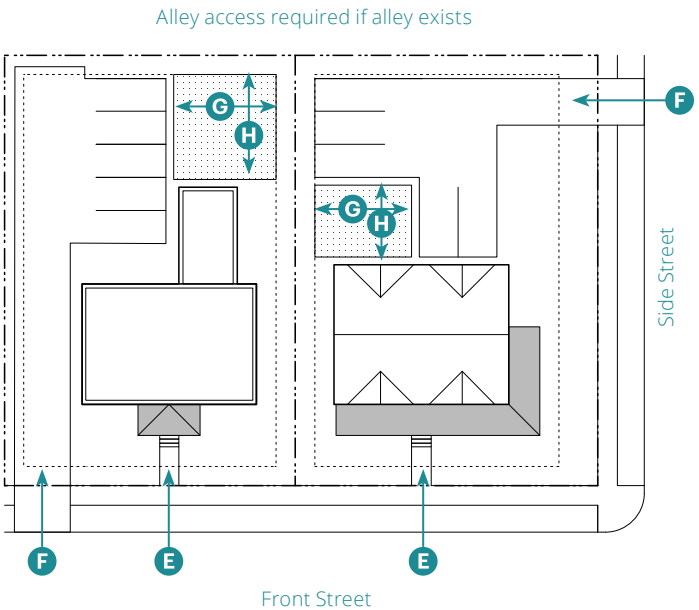


Key

ROW/ Design Site Line

Building Setback Line

Building



Key

ROW/ Design Site Line

Building Setback Line

Frontage

Private Open Space

4.080 Multiplex Large



Example of Multiplex

Table 4.080.A Description
A medium-to-large-sized, detached, House-Scale Building that consists of seven to 12 side-by-side and/or stacked units, typically with one shared entry. The type is scaled to fit within moderate-intensity neighborhoods.
Synonym: Mansion Apartment

Table 4.080.B Number of Units	
Units per Building	7 min.; 12 max.
Buildings per Design Site	1 max.



Example of Multiplex



Example of Multiplex

General Note: Photos on this page are illustrative, not regulatory.

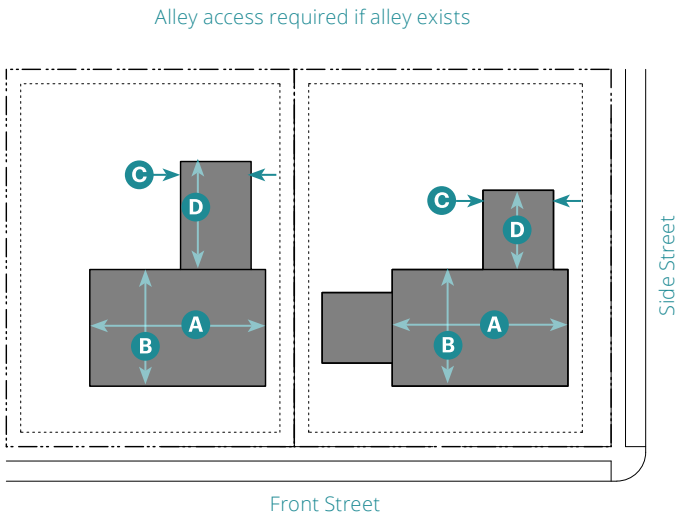
Table 4.080.C Building Size and Massing		
Height	**T5N**	
Stories	3.5 max.	
Main Body[1]		
Width	60' max.	A
Depth	60' max.	B
Wing(s)[1]		
Width	30' max.	C
Depth	30' max.	D
Separation between Wings	15' min.	
Offset from Main Body	5' min.	E

[1]Height is limited to 1 story less than main body and 10' less to highest eave/parapet.

Table 4.080.D Pedestrian Access		
Main Entrance Location	Front Street	E
Units located in the main body shall be accessed by a common entry along the front street.		
On corner design sites, units in a wing may enter from the side street.		

Table 4.080.E Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone.	F

Table 4.080.F Open Space
Common or Private open space is not required.

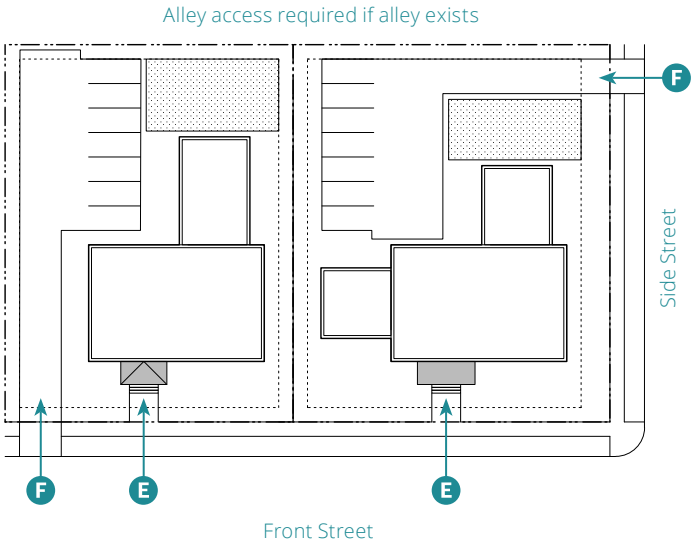


Key

ROW/ Design Site Line

Building Setback Line

Building



Key

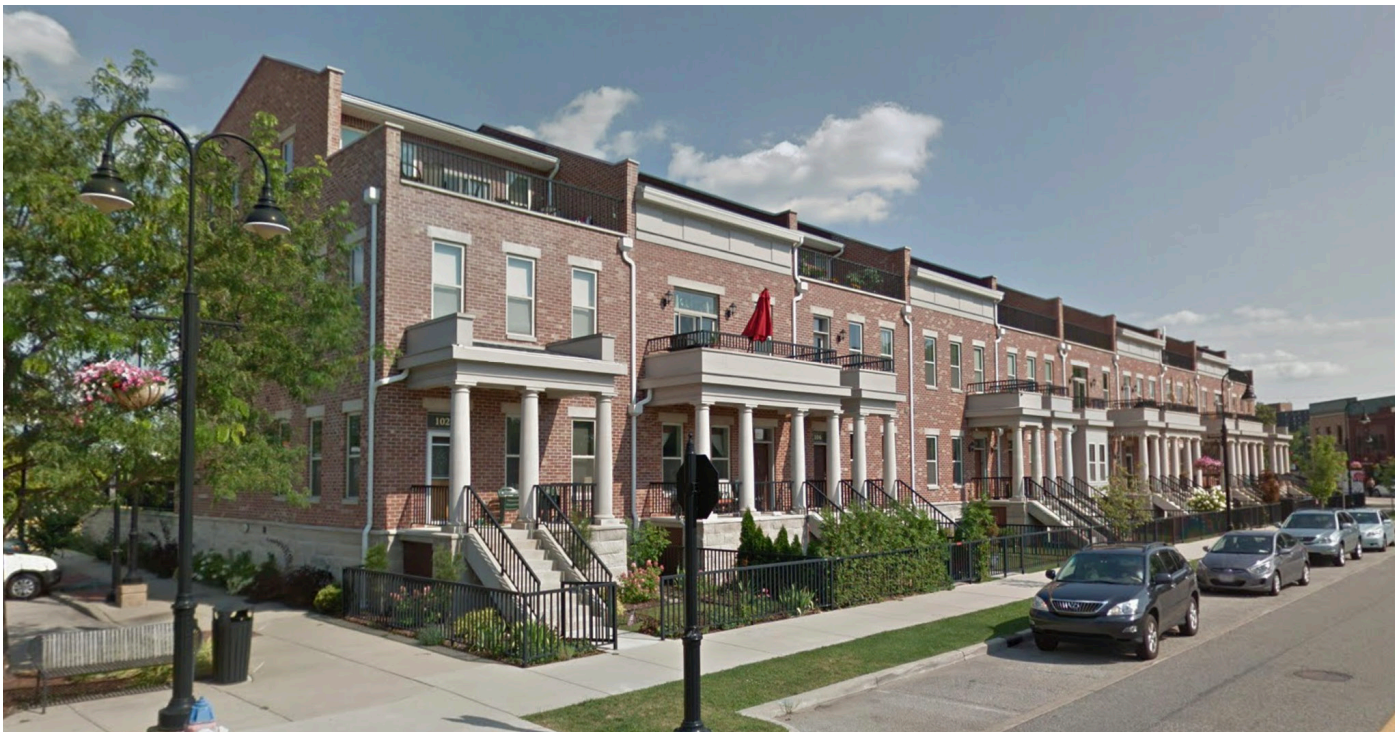
ROW/ Design Site Line

Building Setback Line

Frontage

Private Open Space

4.090 Townhouse



Example of Neighborhood Townhouse

Table 4.090.A Description
A small-sized, typically attached, House-Scaled or Block-Scaled Building with a rear setback. Each Townhouse consists of one unit. As allowed by the zone, the type may also be detached with minimal separations between buildings. The type is typically located within low-to-moderate-intensity neighborhoods.
Synonym: Rowhouse

Table 4.090.B Number of Units	
House-Scale	**T3N/T4N**
Units per Townhouse	1 max.
Townhouses per Design Site	1 max.
Townhouses per Run	2 min.; 5 max.
Block-Scale	**T4MS/T5N**
Units per Townhouse	3 max.
Townhouses per Design Site	1 max.
Townhouses per Run	4 min.; 8 max.



Example of Neighborhood Townhouse



Example of Neighborhood Townhouse

General Note: Photos on this page are illustrative, not regulatory.

Table 4.090.C Building Size and Massing			
Height	**T3N/T4N**	**T4MS/T5N**	
Stories	3 max.		
Main Body[1]			
Width per Townhouse	18' min.; 25' max.		A
Depth per Townhouse	50' max.		B
Width per Run	125' max.	200' max.	C
Wing(s)[1]			
Width	14' max.	14' max.	D
Depth	14' max.	14' max.	E
Separation between Wings	10' min.		F

[1] Height is limited to 1 story less than main body and 10' less to highest eave/parapet.

Table 4.090.D Pedestrian Access		
Main Entrance Location	Front Street	G

Each unit shall have an individual entry facing a street.

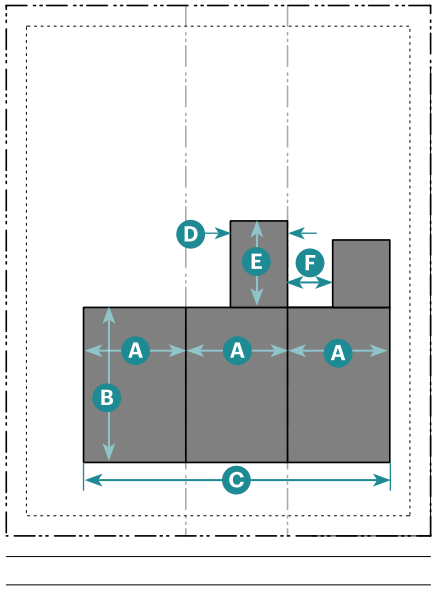
Table 4.090.E Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone.	H

Table 4.090.F Open Space		
Private Open Space		
Width	8' min.	I
Depth	8' min.	I

Required setbacks and driveways do not count toward open space.

Required private open space shall be located behind the main body of the building.

Alley access required if alley exists



Front Street

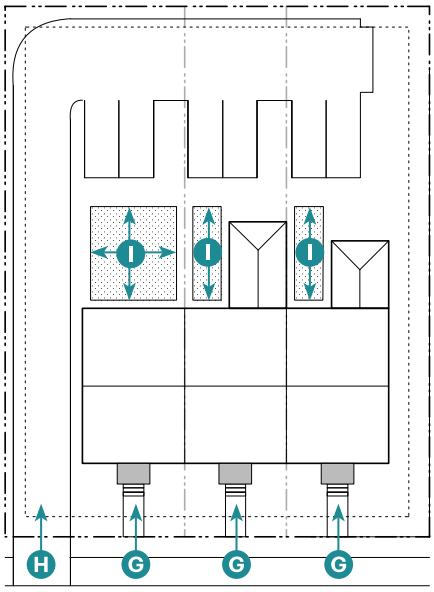
Key

ROW/ Design Site Line

Building Setback Line

Building

Alley access required if alley exists



Front Street

Key

ROW/ Design Site Line

Building Setback Line

Frontage

Private Open Space

4.100 Courtyard Building Small



Example of Neighborhood Courtyard

Table 4.100.A Description

A detached, House-Scale Building that consists of up to 16 attached and/or stacked units, accessed from a shared courtyard. The shared court is common open space and takes the place of a rear setback. The type is typically integrated as a small portion of lower-intensity neighborhoods or more consistently into moderate-intensity neighborhoods.

Synonym: Courtyard Apartment

Table 4.100.B Number of Units

Units per Building	10 min.; 16 max.
Buildings per Design Site	1 max.



Example of Neighborhood Courtyard



Example of Neighborhood Courtyard

General Note: Photos on this page are illustrative, not regulatory.

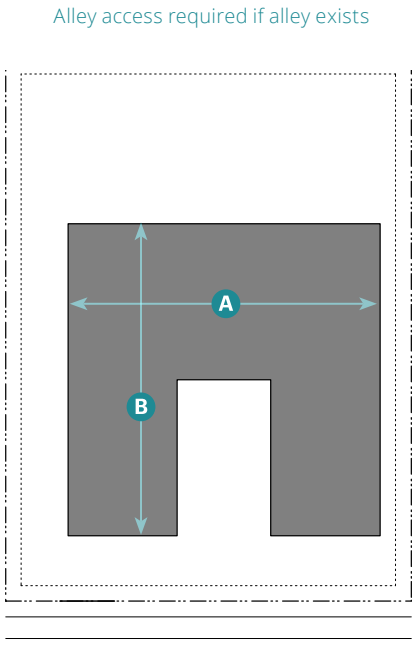
Table 4.100.C Building Size and Massing		
Height		
Stories	3 max.	
Main Body[1]		
Width	100' max.	A
Depth	100' max.	B

Table 4.100.D Pedestrian Access		
Main Entrance Location[1]	Courtyard or Street	C

[1] The main entry of ground floor units shall be directly off of a courtyard or street, whichever is closer.

Table 4.100.E Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone.	D

Table 4.100.F Open Space			
Common Open Space	**L-shaped**	**U-shaped**	
Width	20' min.	25' min.	E
Depth	30' min.	50' min.	F
Courtyard(s) shall be accessible from the front street.			
Multiple courtyards are required to be connected via a Passage through or between buildings.			
Building shall define at least three walls of the courtyard.			
Front of courtyard not defined by building shall be defined by 2'-6" to 5' tall wall with entry gate/door.			

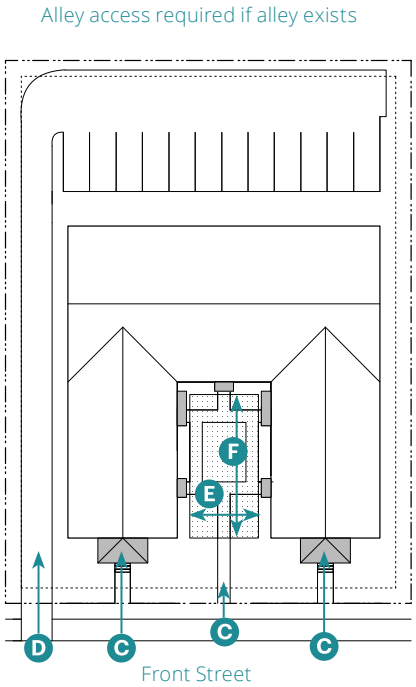


Key

ROW/ Design Site Line

Building Setback Line

Building



Key

ROW/ Design Site Line

Building Setback Line

Frontage

Private Open Space

4.110 Courtyard Building Large



Example of Neighborhood Courtyard

Table 4.110.A Description

A detached, House-Scale Building that consists of up to 24 attached and/or stacked units, accessed from a shared courtyard. The shared court is common open space and takes the place of a rear setback. The type is typically integrated as a small portion of lower-intensity neighborhoods or more consistently into moderate-intensity neighborhoods.

Synonym: Courtyard Apartment

Table 4.110.B Number of Units

Units per Building	18 min.; 24 max.
Buildings per Design Site	1 max.



Example of Neighborhood Courtyard



Example of Neighborhood Courtyard

General Note: Photos on this page are illustrative, not regulatory.

Table 4.110.C Building Size and Massing		
Height		
Stories	5 max.	
Main Body[1]		
Width	120' max.	A
Depth	150' max.	B

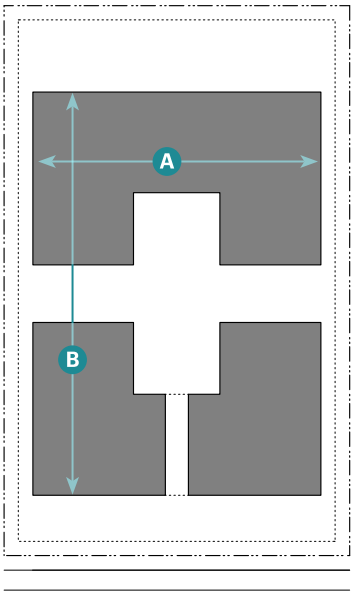
Table 4.110.D Pedestrian Access		
Main Entrance Location[1]	Courtyard or Street	C

[1] The main entry of ground floor units shall be directly off of a courtyard or street, whichever is closer.

Table 4.110.E Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone.	D

Table 4.110.F Open Space		
Common Open Space		
Width	30' min.	E
Depth	50' min.	F
Courtyard(s) shall be accessible from the front street.		
Multiple courtyards are required to be connected via a Passage through or between buildings.		
Building shall define at least three walls of the courtyard.		

Alley access required if alley exists



Front Street

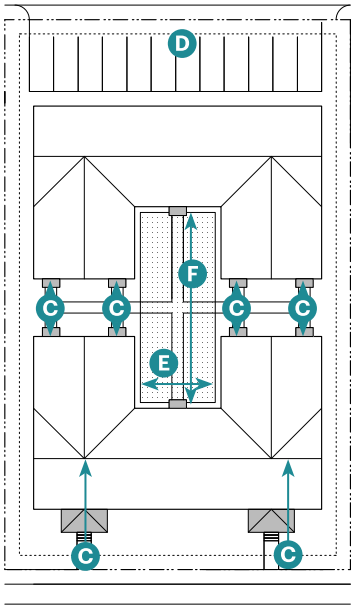
Key

ROW/ Design Site Line

Building Setback Line

Building

Alley access required if alley exists



Front Street

Key

ROW/ Design Site Line

Building Setback Line

Frontage

Private Open Space

4.120 Main Street Building



Example of Main Street Building

Table 4.120.A Description

A small-to-large-sized, Block-Scale Building, typically attached, but may be detached. The type is intended to provide a vertical mix of uses with ground-floor retail, office, or service uses and upper-floor service or residential uses. The type makes up the primary component of neighborhood and downtown main streets, therefore being a key component to providing walkability.

Table 4.120.B Number of Units

Units per Building	Unrestricted
Buildings per Design Site	1 max.



Example of Main Street Building



Example of Main Street Building

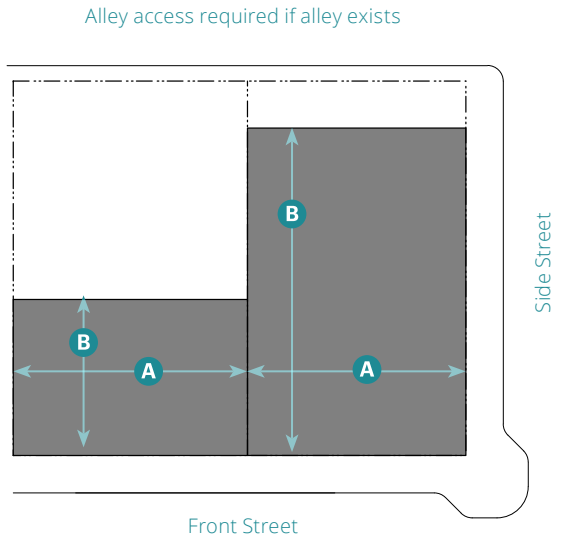
General Note: Photos on this page are illustrative, not regulatory.

Table 4.120.C Building Size and Massing			
Height	**T4MS**	**T5MS**	
Stories	3 max.	5 max.	
Main Body			
Width	100' max.	200' max.	A
Depth	100' max.	200' max.	B

Table 4.120.D Pedestrian Access	
Distance between Entries to Ground Floor Shops	40' max.
Upper floor units shall be accessed by a common entry along the front or side street.	
Ground floor shops shall have individual entries along the front or side street.	C
Ground floor units allowed along side streets are required to be at least 30' from the front street.	D

Table 4.120.E Vehicle Access and Parking	
Driveway and parking location shall comply with standards in Table F (On-Site Vehicular and Bicycle Parking) of the ODS zone.	E

Table 4.120.F Open Space
Common or private open space is not required.

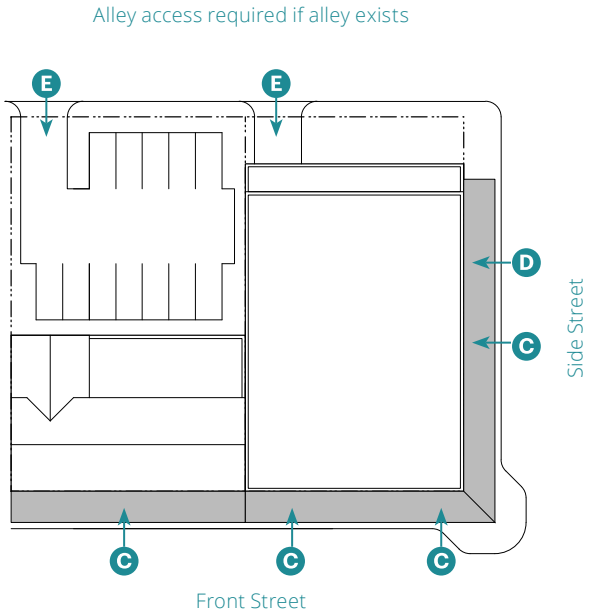


Key

–·–· ROW/ Design Site Line

----- Building Setback Line

Building



Key

–·–· ROW/ Design Site Line

----- Building Setback Line

Frontage

Private Open Space

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Section 5: Massing and Facade Articulation Standards

Subsections:

5.010 Purpose
5.020 Overview of Façade and Design Standards
5.030 Massing and Composition
5.040 Tripartite Facade Articulation
5.050 Architectural Recession(s)
5.060 Windows and Openings

5.010 Purpose

This Section provides standards intended to promote a pedestrian-scaled built environment by reducing the perceived mass of large buildings while allowing for creativity and innovation.

5.020 Overview of Façade and Design Standards

Table 5.020.A (Massing and Facade Articulation Standards Overview) provides an overview of the standards.

Table 5.020.A: Massing and Facade Articulation Standards Overview

Standard	Building Length[1]			
	< 75'	75' to <100'	100'to <150'	≥150'
5.030 (Massing and Composition)	N	R	R	R
5.040 (Tripartite Facade Articulation)	N	R	R	R
5.050 (Architectural Recession(s))	N	N	R	R
5.060 (Windows and Openings)	N	N	R	R

[1] Building length includes main body and wings, as measured along street or civic space.

Key	R = Required	N = Not Required	A = Allowed	- = Not Allowed

5.030 Massing and Composition

Table 5.030.A Description

Standards for the articulation of building facades to ensure that new development is harmonious in scale with existing development.

Table 5.030.B Applicability

Buildings ≥75' long

Table 5.030.C General Character

New facades and facade modifications along a street or civic space shall be designed to appear as multiple buildings no greater than 75' in length and not repeating the same massing and composition.	A
Building facades shall be arranged in an orderly composition of window bays/ openings based on prevalent patterns of 3, 5 or 7 bays.	B
Facades shall be designed in an orderly symmetrical or asymmetrical composition.	C
The pattern shall be visually expressed through the spacing of openings, physical recesses, projections or other techniques.	
The pattern may include the ground floor and its mezzanine.	

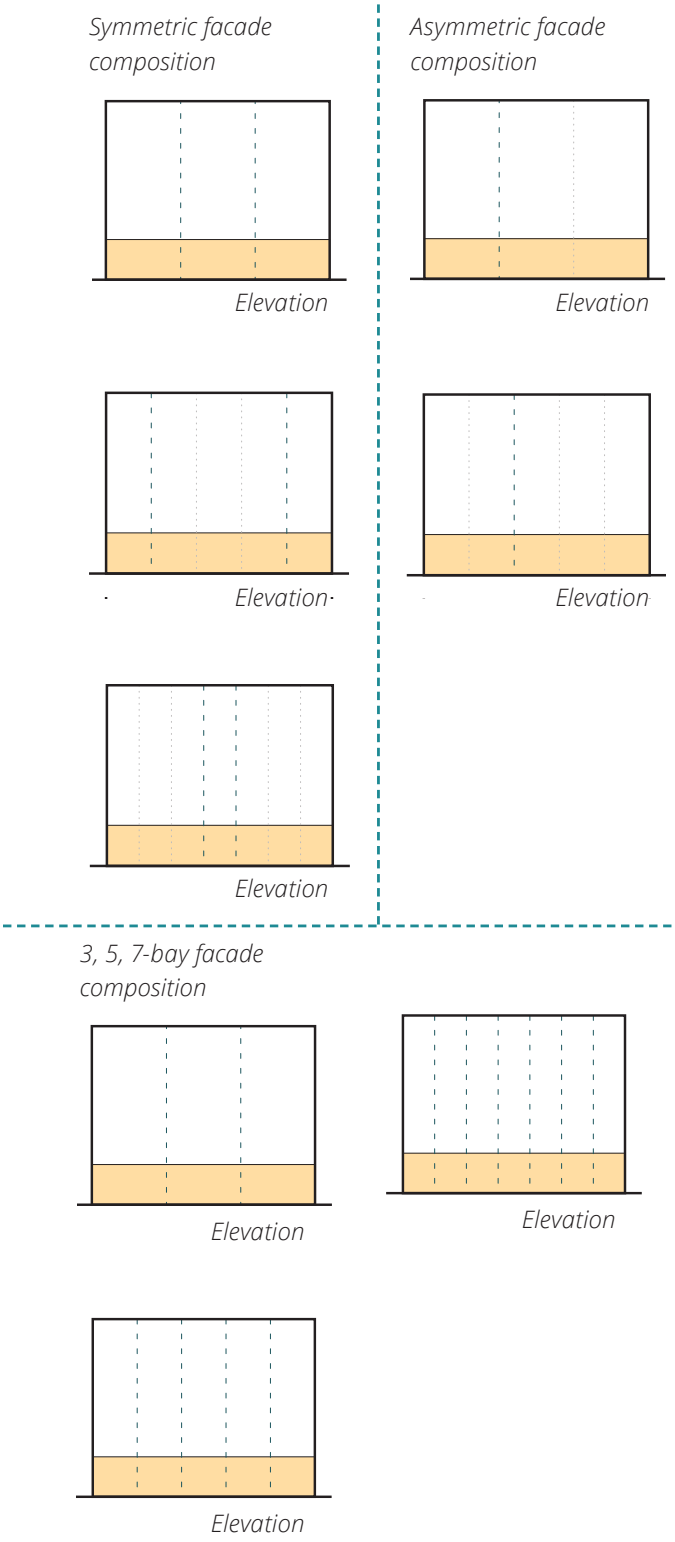


Figure 5.030.A: Diagram of Massing and Composition

5.040 Tripartite Facade Articulation

Table 5.040.A Description

This Subsection prescribes standards for the articulation of building facades to maintain visual quality. For new building facades, tripartite articulation is required, which is a method of visually organizing a building facade into three sections: a base, a middle and a top.

Table 5.040.B Applicability

Buildings ≥75' long

Table 5.040.C General Character

Combinations of colors, materials, and massing may be used to visually express a base, middle, and top.

New facades and facade modifications along a street or civic space shall be designed to visually express a base, middle, and top:

Building Base. The base shall be a minimum of one story in height. For buildings taller than 3 stories the base may be up to 2-stories tall. A

Building Middle. The middle shall be a minimum of one-story in height. B

Building Top. The top may include multiple stories including building stepbacks but should not exceed the height of the building's middle. Parapets, cornices and entablatures may be used to articulate the top. C

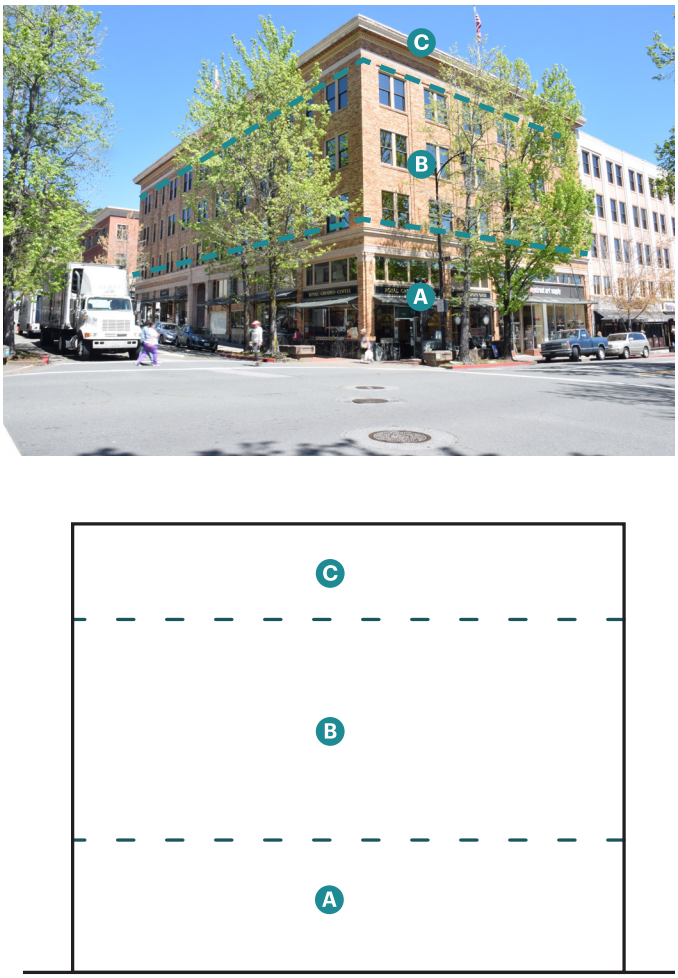


Figure 5.040.A: Diagram of Tripartite Facade Articulation

5.050 Architectural Recession(s)

Table 5.050.A Description
New facades and renovations along a street or civic space shall be designed to modulate the apparent size and scale of a building by recessing a portion(s) of the facade. Recessions shall be articulated using one or more frontage types to create a semi-public space, such as a forecourt or dooryard.

Table 5.050.B Applicability
Buildings ≥100' long

Table 5.050.C General Character		
Frequency	Minimum one recession every 75' in facade length	A
Width	10' min.	B
Depth	10' min.	C
If ground floor is recessed, recession shall extend from ground to sky		





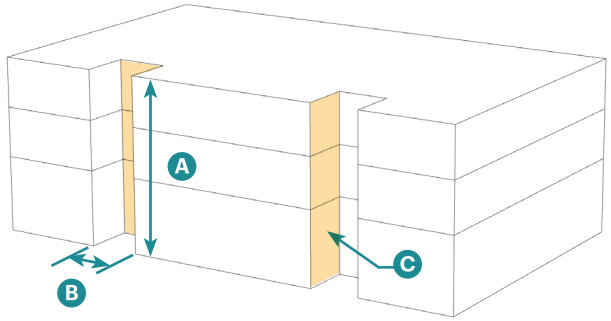


Figure 5.050.A: Diagram of Architectural Recessions

5.060 Windows and Openings

Table 5.060.A Description

This Subsection describes standards for the composition of window bays and openings.

Table 5.060.B Applicability

Buildings ≥100' long

Table 5.060.C General Character

New facades and facade modifications shall be designed to include an orderly composition of window bays and openings.

All building facades shall be designed to include square- or vertically-oriented windows and openings, including groupings of windows and openings, coordinated with the building facade composition as per Subsection 5.03 (Massing and Composition).

Location of balconies when used should be coordinated with windows and doors on the facade, and with the composition of bays on the building facade.

Buildings at least 100' in length along the street are required to include projected or recessed window bays.

Bay windows shall have either a square or a chamfer profile.



Figure 5.060.A: Diagram of Windows and Openings

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Section 6: Frontage Types

Subsections:

6.010 Purpose
6.020 Frontage Types
6.030 Overview of Frontage Types
6.040 Porch Projecting
6.050 Porch Engaged
6.060 Dooryard
6.070 Stoop
6.080 Forecourt
6.090 Shopfront
6.100 Terrace
6.110 Gallery

6.010 Purpose

This Section provides the standards for frontage types. Frontages are the components of a building that provide the transition and interface between the public realm (street and sidewalk) and the private realm (setback or building).

6.020 Frontage Types

1. The names of the frontage types indicate their particular configuration or function and are not intended to limit uses within the associated building. For example, a Porch may be used by non-residential uses including, but not limited to, a restaurant or office, as allowed by the zone.
2. Each building is required to include at least one private frontage type along the front street or adjacent civic space. Buildings with entries along a side street are required to include at least one private frontage type on those facades. The Cottage Court Building Type is only required to have frontages facing the court.
3. The habitable space on ground floor along front facade with a minimum depth as identified in Table D (Building Form) of the ODS zone, is required to be habitable/occupiable space in compliance with this Subsection.
4. Accessibility is provided through the allowed private frontage types for each zone. This requirement does not apply when base floor elevation (BFE) exceeds three feet from existing grade.
5. Private frontage types not listed in Table F (Frontages) of the ODS zone are not allowed in that zone.
6. Each building may have multiple private frontage types in compliance with the allowed types in Table F (Frontages) of the ODS zone.
7. Each private frontage type shall be located in compliance with the facade zone per Table E (Building Placement) of the ODS zone.
8. Standards are stated for the front and side street facades of a design site.

9. In addition to the ODS zone's standards, each private frontage is further refined through these standards to calibrate the type for its context.

6.030 Overview of Frontage Types

Table 6.030.A (Overview of Frontage Types) provides a summary of the allowed private frontage types in each ODS zone. See referenced Subsection(s) for standards.

Table 6.030.A: Overview of Frontage Types

Private Frontage Type	Specific Standards	Zones				
		T3N	T4N	T4MS	T5N	T5MS
Porch Projecting	6.040	P	P	X	X	X
Porch Engaged	6.050	P	P	X	X	X
Dooryard	6.060	P	P	P	P	P
Stoop	6.070	P	P	P	P	X
Forecourt	6.080	X	X	P	P	P
Shopfront	6.090	X	X	P	X	P
Terrace	6.100	X	X	P	P	P
Gallery	6.110	X	X	P	X	P

Key P = Allowed X = Not Allowed

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6.040 Porch Projecting

Table 6.040.A Description

The main facade of the building is set back from the front design site line with a covered structure encroaching into the front setback. The resulting setback area may be defined by a fence or hedge to spatially maintain the edge of the street. The Porch may be one or two stories, is open on three sides, with all habitable space located behind the building setback line.

Table 6.040.B Size

Width, Clear	15' min.[1]	A
Depth, Clear	8' min.	B
Height, Clear	8' min.	C
Stories	2 stories max.	
Finish Level above Sidewalk	1' min.[2]	D
Pedestrian Access Width	3' min.	E

[1] Reduce to 8' min. and maximum 1 story when applied to Cottage Court Building Type

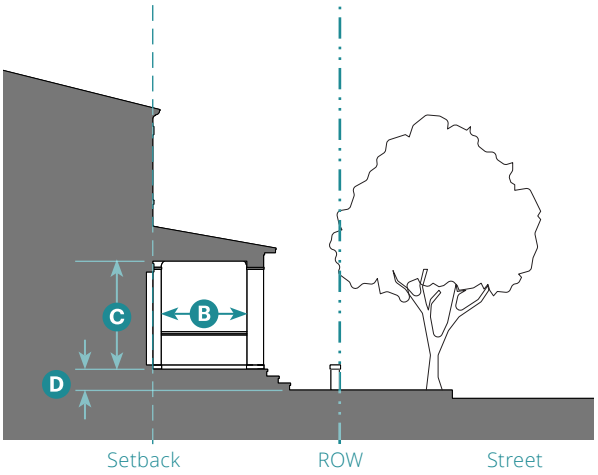
[2] Common entries may be set at grade per local and federal accessibility standards.

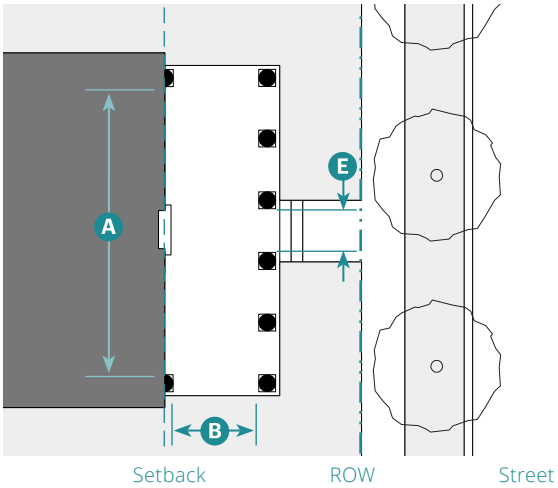
Table 6.040.C Miscellaneous

Porch shall be open on three sides and have a roof. Clear glass may be installed between the porch columns if the minimum size of individual panes is 1'.



Example of a Projecting Porch





Key

ROW/ Design Site Line

Setback Line

6.050 Porch Engaged

Table 6.050.A Description

A portion of the main facade of the building projects into the front setback to create an area for a covered structure that projects from the rest of the facade that is set back. The resulting yard may be defined by a fence or hedge to spatially define the edge of the street. The Porch may be one or two stories and may have two or three adjacent sides that are engaged to the building with at least one side open.

Table 6.050.B Size

Width, Clear	15' min.	A
Depth, Clear	8' min.	B
Height, Clear	8' min.	C
Stories	2 stories max.	
Finish Level above Sidewalk	1' min.[1]	D
Pedestrian Access Width	3' min.	E
Encroachment area of building facade		
Depth	6' max.	F
Width[2]	1/3 min. of overall building facade.	G

[1] Common entries may be set at grade per local and federal accessibility standards.

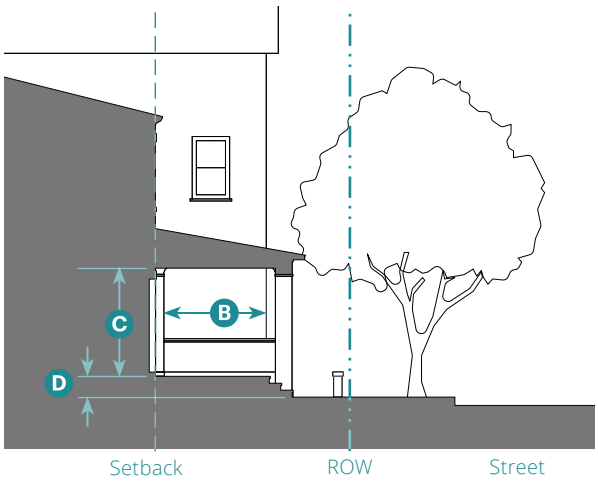
[2] Encroachment width may not exceed width of Porch (A).

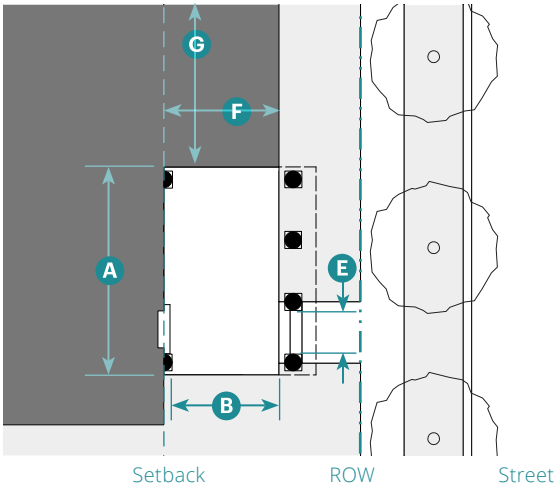
Table 6.050.C Miscellaneous

Porch shall be open on two sides and have a roof. Clear glass may be installed between the porch columns if the minimum size of individual panes is 1'.



Example of an Engaged Porch





Key

ROW/ Design Site Line Setback Line

6.060 Dooryard

Table 6.060.A Description

The main facade of the building is set back from the front design site line, which is defined by a low wall or hedge, creating a small private area between the sidewalk and the facade. Each Dooryard is separated from adjacent Dooryards. The Dooryard may be raised or at grade.

Table 6.060.B Size

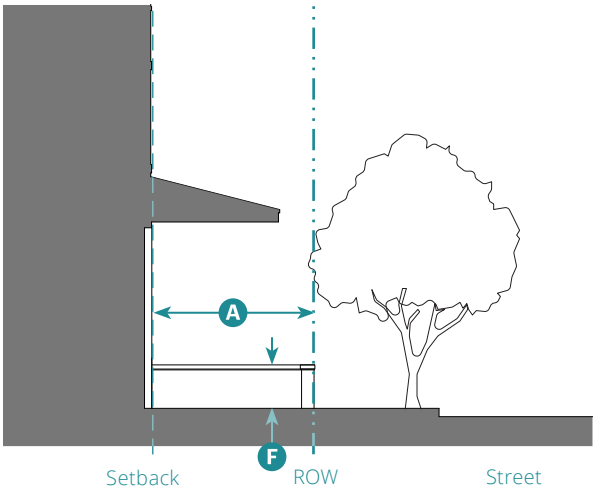
Depth, Clear	6' min.	A
Length	15' min.	B
Distance between Glazing	4' max.	C
Depth of Recessed Entries	3' max.	D
Pedestrian Access Width	3' min.	E
Height of Dooryard Fence/Wall above Finish Level	3' max.	F

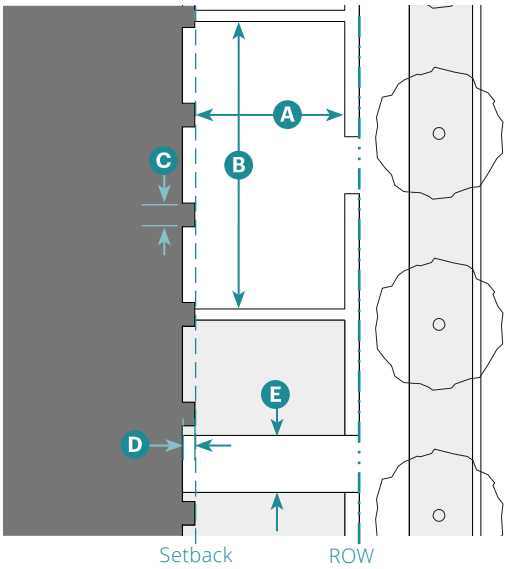
Table 6.060.C Miscellaneous

Each Dooryard shall provide access to only one ground floor entry.



Example of a Dooryard





Key

ROW/ Design Site Line

Setback Line

6.070 Stoop

Table 6.070.A Description

The main facade of the building is near the front design site line with steps to an elevated entry. The Stoop is elevated above the sidewalk to provide privacy along the sidewalk-facing rooms. Stairs or ramps from the Stoop may lead directly to the sidewalk or may be parallel to the sidewalk.

Table 6.070.B Size

Width, Clear	4' min.	A
Depth, Clear	3' min.	B
Finish Level above Sidewalk	1' min.[1]	C
Depth of Recessed Entries	8' max.	D

[1] Common entries may be set at grade per local and federal accessibility standards.

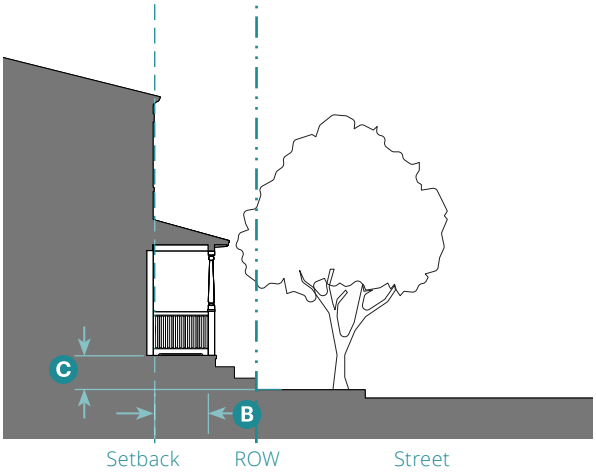
Table 6.070.C Miscellaneous

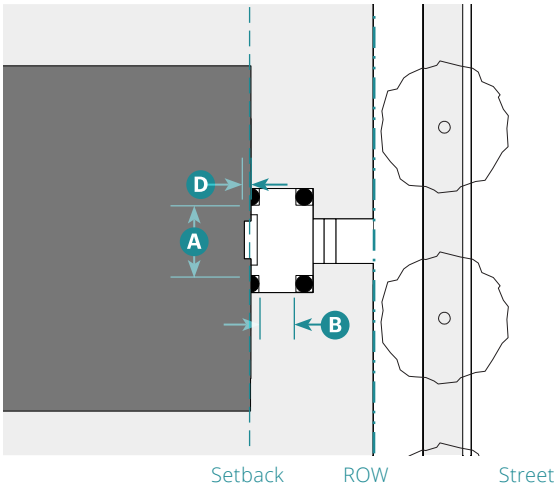
Entry doors shall be covered or recessed to provide shelter from the elements.

Gates are not allowed.



Example of a Stoop





Key

ROW/ Design Site Line Setback Line

6.080 Forecourt

Table 6.080.A Description

The main facade of the building is at or near the front design site line and a portion is set back, extending the public realm into the design site to create an entry court or shared garden space for housing, or an additional shopping or restaurant seating area within retail and service areas.

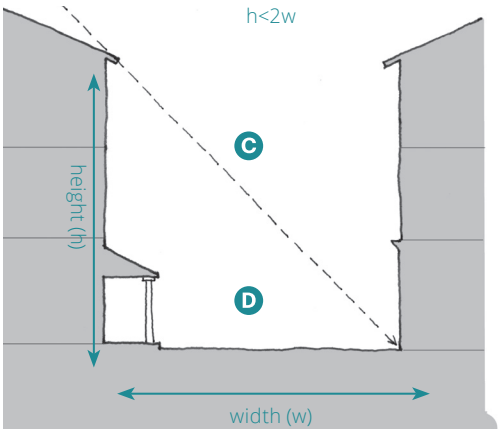
Table 6.080.B Size

Width, Clear	15' min.	A
Depth, Clear	15' min.	B
Ratio, Height to Width	2:1 max.	C
Other frontages, awnings, and balconies may encroach into all sides of the Forecourt.	Max. 1/2 width of Forecourt	D

Table 6.080.C Miscellaneous

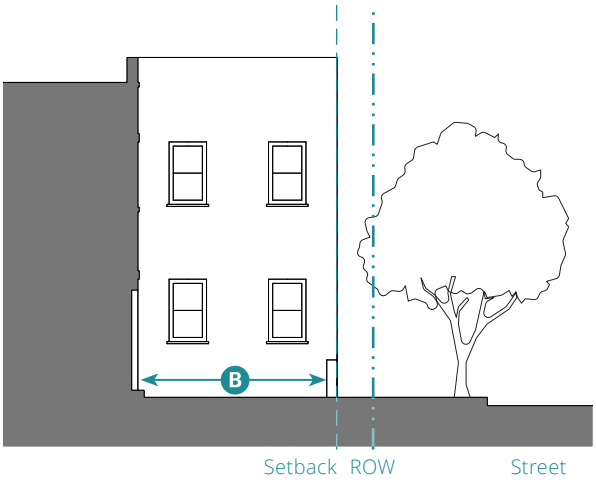
Forecourts may be utilized to group several entries at a common elevation in compliance with the zones' ground floor finish level standards.

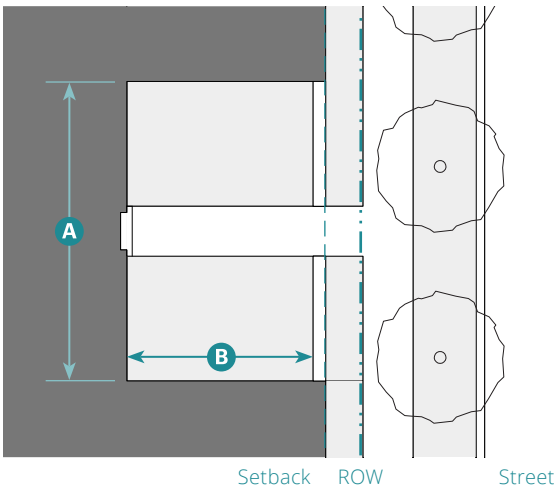
The proportions and orientation of a Forecourt shall be in compliance with the diagram below for solar orientation and user comfort.





Example of a Forecourt with Shopfronts





Key

ROW/ Design Site Line

Setback Line

6.090 Shopfront

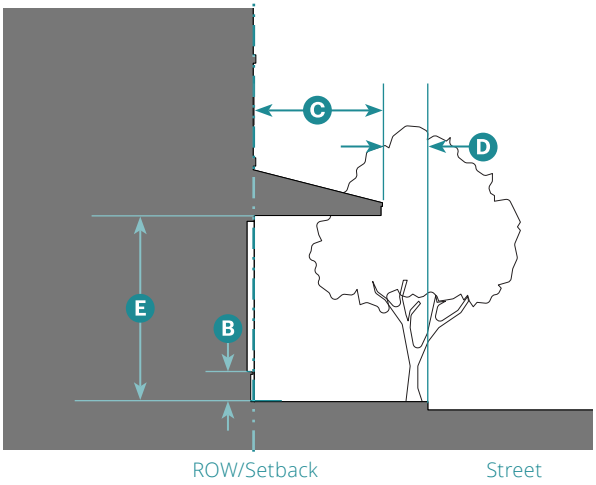
Table 6.090.A Description

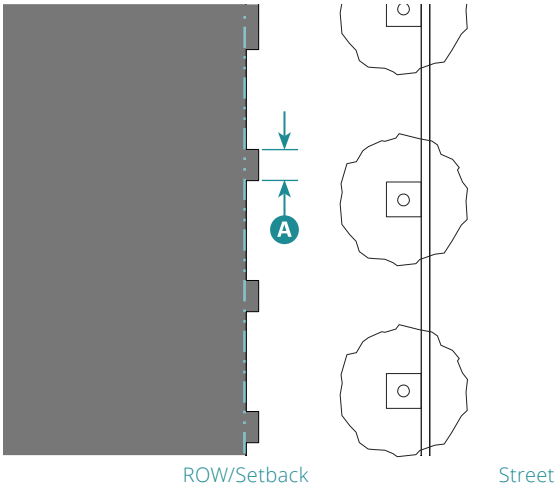
The main facade of the building is at or near the front design site line with at-grade entrance from the sidewalk. The type is intended for service, retail, or restaurant use and includes substantial glazing between the Shopfront base and the ground floor ceiling. This type may include an awning that overlaps the sidewalk.

Table 6.090.B Size		
Distance between Glazing	2' max.	A
Ground Floor Glazing between Sidewalk and Finished Ceiling Height	75% min.	
Depth of Recessed Entries	5' max.	
Shopfront Base	6" min.; 2' max.	B
Table 6.090.C Awning (Allowed/Not Required)		
Depth	5' min.	C
Setback from Curb	2' min.	D
Height, Clear	10' min.	E



Example of a Shopfront





Key

ROW/ Design Site Line Setback Line

6.100 Terrace

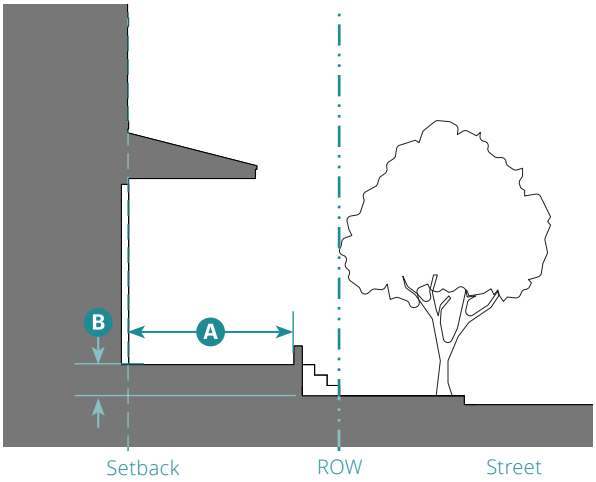
Table 6.100.A Description
The main facade is at or near the front design site line with steps leading to an elevated area providing pedestrian circulation along the facade to connect multiple entrances. The type is used for retail, service, office uses, or housing to provide outdoor areas along the sidewalk and/or to accommodate an existing or intended grade change.

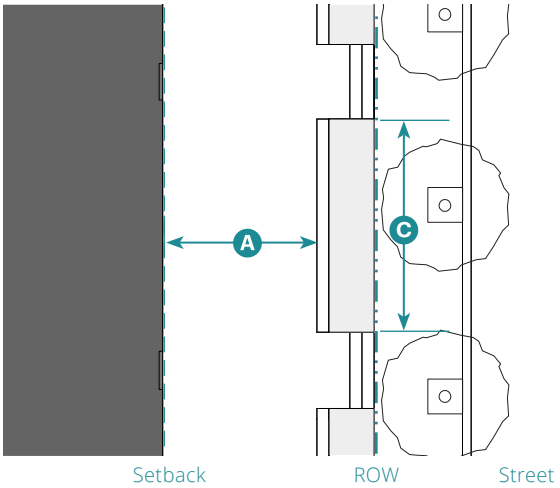
Table 6.100.B Size		
Depth of Terrace	8' min. residential	A
	10' min. non-residential	A
Finish Level above Sidewalk	3' max.	B
Distance between Stairs	25' max.	C

Table 6.100.C Miscellaneous
May be utilized to group several entries at a common elevation in compliance with the zones' ground floor finish level standards.
Ramps are required to be integrated along the terrace to connect multiple entrances of the building(s).



Example of a Terrace with low-wall seating





Key

ROW/ Design Site Line

Setback Line

6.110 Gallery

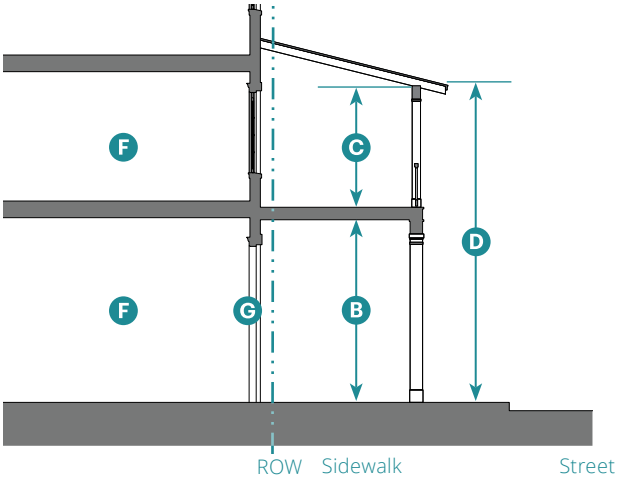
Table 6.110.A Description
The main facade of the building is set back from the front design site line and an at-grade covered structure, articulated with colonnade or arches, overlaps the sidewalk. The type may be one or two stories. When used in nonresidential settings, the Shopfront Type is included; when used in residential settings, Stoops, Dooryards, and Forecourts may be included as allowed by the zone.

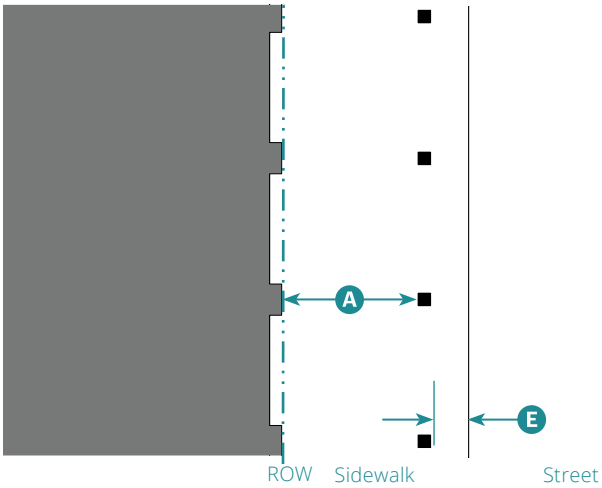
Table 6.110.B Size		
Depth, Clear	8' min.	A
Ground Floor Height, Clear	12' min.	B
Upper Floor Height, Clear	9' min.	C
Height	2 stories max.	D
Setback from Curb	18" min. (clear)	E

Table 6.110.C Miscellaneous	
Habitable Space	F
Galleries shall also follow the standards of the Shopfront, see Subsection 6.090 (Shopfront).	G
Galleries shall have a consistent depth across the entire front and/or side street facade.	
Galleries are allowed to project over the sidewalk in the public ROW.	
The second story of the Gallery may be covered.	



Example of a two-story Gallery with an uncovered second story





Key

ROW/ Design Site Line Setback Line

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Section 7: Civic Space Types

Subsections:

7.010	Purpose
7.020	Civic Space Types
7.030	Overview of Civic Space Types
7.040	Pocket Park/Plaza
7.050	Playground
7.060	Passage
7.070	Greenway
7.080	Plaza

7.010 Purpose

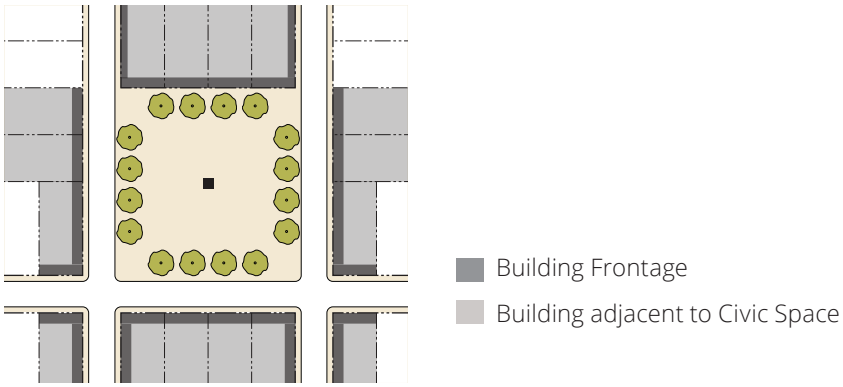
This Section establishes the standards applicable to new civic spaces. These standards supplement the standards for each zone. Civic space is land in the public realm (publicly or privately owned) for civic gathering purposes.

7.020 Civic Space Types

1. As required by Subsection 3.040 (Large Sites), design sites of least five acres are required to set aside a minimum area of 10 percent of the design site as civic space. One or more civic spaces may be used to meet the required area.
2. Each civic space is described as to its purpose and intent along with standards and characteristics regarding general physical character, uses, size and location. Characteristics are considered standards unless stated otherwise.
3. Public access and visibility is required along public parks, natural open spaces, and civic uses, including creeks and drainages and stormwater management areas, and shall be fronted by:
    A. Single-loaded frontage streets (those with development on one side and open space on the other);
    B. Bike and pedestrian paths; or
    C. Other methods of frontage that provide similar access and visibility to the open space allowed in the zone. Such access may be provided through public easements or other similar methods.

4. The facades on building design sites attached to or across a street from a civic space shall be designed as a "front" on to the civic space. See Figure 7.020.1 (Building Frontage Adjacent to a Civic Space) for reference.

Figure 7.020.1 Building Frontage Adjacent to a Civic Space



7.030 Overview of Civic Space Types

Table 7.030.A (Overview of Civic Space Types) provides a summary of the allowed civic space types by zone. See referenced Subsection(s) for standards.

Table 7.030.A: Overview of Civic Space Types

Private Frontage Type	Specific Standards	Zones				
		T3N	T4N	T4MS	T5N	T5MS
Pocket Park/Plaza	7.040	P	P	P	P	P
Playground	7.050	P	P	P	P	P
Passage	7.060	P	P	P	P	P
Greenway	7.070	P	P	X	X	X
Plaza	7.080	X	X	P	P	P

Key P = Allowed X = Not Allowed

7.040 Pocket Park/Plaza

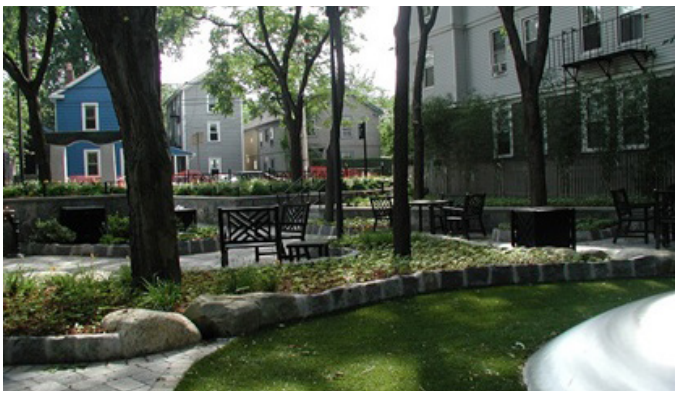
Table 7.040.A Description

A small-scale space, serving the immediate neighborhood, available for informal activities in close proximity to neighborhood residences, and civic purposes, intended as intimate spaces for seating or dining.

Table 7.040.B Size and Location

Size	50' x 50' min.
Street required on one of the Pocket Park/Plaza's sides	
Facades on design sites attached to or across a street shall "front" on to the Pocket Park/Plaza.	







Examples of a Pocket Park/Plaza

7.050 Playground

Table 7.050.A Description

A small-scale space designed and equipped for the recreation of children. These spaces serve as quiet, safe places protected from the street and typically in locations where children do not have to cross any major streets. An open shelter, play structures, or interactive art and fountains may be included. Playgrounds may be included within all other civic space types.

Table 7.050.B Size and Location

Size	40' x 60' min.







Examples of a Playground

7.060 Passage

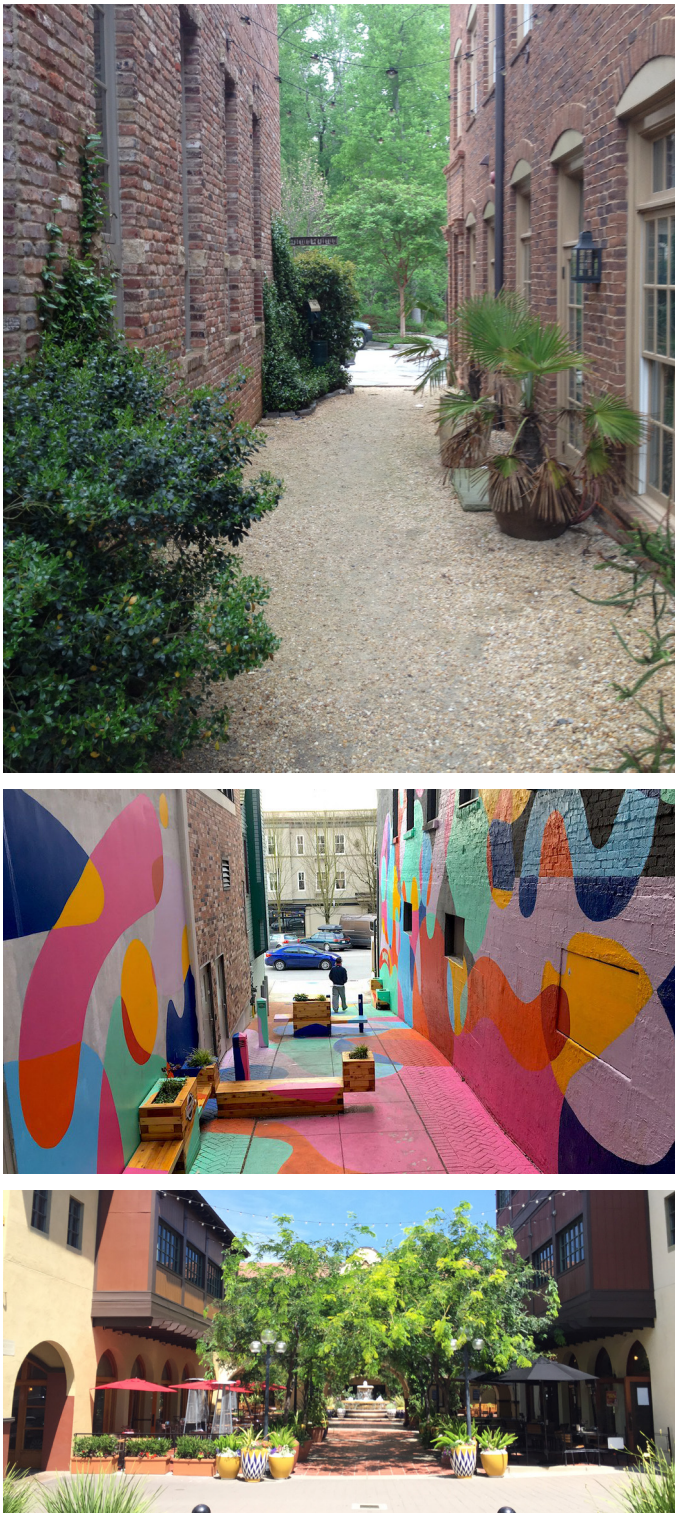
Table 7.060.A Description

A pedestrian pathway that extends from the public sidewalk into a civic space and/or across the block to another public sidewalk. The pathway is lined by non-residential Shopfronts and/or residential ground floors and pedestrian entries as required by the zone.

Table 7.060.B Size and Location

Size	15' min. clear width between or through buildings

Ground floor facades shall be in compliance with facade zone in Table E (Building Placement) and frontages allowed in Table F (Frontages) of the ODS zone.



Examples of a Passage

7.070 Greenway

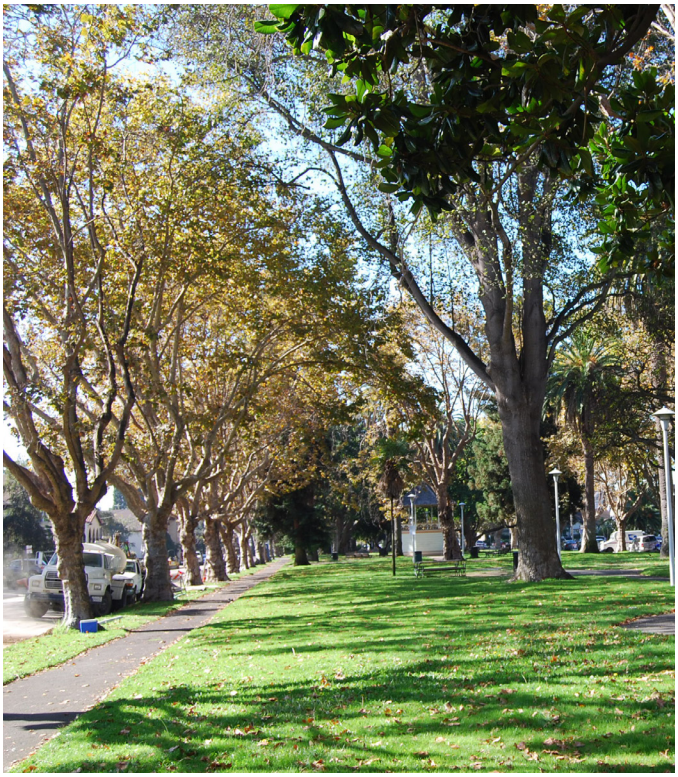
Table 7.070.A Description

A multiple-block long linear space for community gathering and strolling for nearby residents and employees, defined by a tree-lined street on at least one side, sometimes forming a one-way couplet on its flanks and by the fronting buildings across the street. Greenways serve an important role as a green connector between destinations.

Table 7.070.B Size and Location

Size	2 continuous blocks in length min.
Width	50' min.

Shall front at least one street







Examples of a Greenway

7.080 Plaza

Table 7.080.A Description
A community-wide focal point primarily for civic purposes and commercial activities.

Table 7.080.B Size and Location	
Size	100' x 100' min.
Street required one of the Plaza's sides	
Facades on design sites attached to or across a street shall "front" on to the Plaza.	







Examples of a Plaza

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Section 8: Definitions

Subsections:

8.010 Purpose
8.020 Definitions
8.030 Measurement Methods

8.010 Purpose

This Section provides definitions for specialized terms and phrases used in this ODS. All other applicable definitions in Title 18 (Zoning) apply.

8.020 Definitions

A. Definitions

Abutting. Having a common property line or district boundary, or separated by a private or public street or easement.

Access or Service Drive. A public or private way of paving or right-of-way of not more than 30 feet affording means of access to property.

Access Frontage or Service Road or Street. A public or private street or right-of-way of not less than minimum standards as specified by the subdivision ordinance of the City affording means of access to property.

Adjacent. Sharing a common design site line, or having design site lines separated only by an alley.

Adjacent Buildings. Two or more buildings located upon adjacent design sites.

Alley. A public or private way to be used primarily for vehicular access to the back or side of a design site of real property that otherwise abuts a street.

Apartment, Efficiency. A dwelling unit in a multi-unit building, consisting of not more than one habitable room, excluding the kitchen or kitchenette and sanitary facilities, of a total floor area of not more than 400 square feet.

Applicant. Any individual, firm, or any other entity that applies to the City for the applicable permits to undertake any construction or development within the City.

Architectural Feature. Exterior building element intended to provide ornamentation to the building massing including, but not limited to: eaves, cornices, bay windows, window and door surrounds, light fixtures, canopies, and balconies.

Attached Building or Structure. Any building or structure which is structurally a part of or has a common wall and/or continuous roof with a primary building or structure, except where such connection is a breezeway or walkway incidental to and not a necessary part of the construction of the primary building.

Awning. A roof or cover which projects from a wall of a building over a window or door, made of canvas, aluminum, or similar material, which may be fixed in place or be retractable.

B. Definitions

Basement. A story whose floor is more than 12 inches, but not more than half of its story height below the average level of the adjoining finished grade (as distinguished from a "cellar," which is a story more than one-half below such level). A basement, when used as a dwelling, shall not be counted as a story for purposes of height measurement.

Bathroom. A room that contains all of the following features: a bathtub or shower, a washbowl, and a toilet.

Bay. Any division of a building between vertical lines or planes, especially the entire space included between two adjacent supports.

Bay Window. An architectural projection from the building cantilevered from the facade, consisting of one or more stories in height, containing at least 60 percent glass area.

Block. An area of land separated from other areas by adjacent streets, railroads, rights-of-way, public areas, or the subdivision boundary.

Block Face. The aggregate of all the building facades on one side of a block. The block face provides the context for establishing architectural harmony.

Block Length. The horizontal distance from the right-of-way on one end of the block to the right-of-way on the other end along the same street.

Block Perimeter. The aggregate of all sides of a block bounded by the abutting rights-of-way.

Block-Scale, Building. A building that is individually as large as a block or individual buildings collectively arranged along a street to form a continuous facade as long as most or all of a block.

Buildable Area. The horizontal area in which a building is allowed to be constructed.

Building Elevation. The exterior wall of a building not adjacent to a public right-of-way, the front or side along a private street, or civic space.

Building Entrance. A point of pedestrian ingress and egress to the front of a building along the sidewalk of the street immediately adjacent to the building.

Building Facade. The exterior wall of a building adjacent to a street, the front or side along a private street, or civic space.

1. **Building Facade, Front.** The exterior wall of a building adjacent to a street or civic space.
2. **Building Facade, Side Street.** The exterior wall of a building adjacent to a side street.
3. **Building Facade, Interior Side.** The exterior wall of a building adjacent to the interior design site line(s).

4. **Building Facade, Rear.** The exterior wall of a building opposite the front.

Building Form. The overall shape and dimensions of a building.

Building Frontage. The facade(s) along the front and side street of the design site.

Building Frontage, Principal. The facade along the front of the design site, typically the narrower of sides and identified by an address.

Building, Primary. The building that serves as the focal point for all activities related to the principal use of the design site.

Building, Setback. See "Setback, Building."

Building Type. A structure defined by its combination of configuration, disposition, and function.

C. Definitions

Ceiling Height, Ground Floor. The height from finished floor to finished ceiling of primary rooms on the ground floor, not including secondary rooms which include, but are not limited to: bathrooms, closets, utility rooms, and storage spaces.

Ceiling Height, Upper Floor(s). The height from finished floor to finished ceiling of primary rooms on the floor(s) above the ground floor, not including secondary rooms which include, but are not limited to: bathrooms, closets, utility rooms, and storage spaces.

Cellar. That portion of a building between floor and ceiling which is wholly or partly below grade and so located that the vertical distance from grade to the floor below is equal to or greater than the vertical distance from grade to ceiling. A cellar shall not be counted as a story, for the purpose of height standards.

Center. Concentration of ground floor shopping, restaurants, and services, with additional offices and housing located above, within a Walkable Urban context.

Chamfered Corner. An external wall of a building joining two perpendicular exterior walls, typically at a symmetrical, 45 degree angle creating a beveled edge to the building rather than a 90 degree corner.

Civic. A term defining not-for-profit organizations that are dedicated to arts, culture, education, religious activities, recreation, government, transit, and public parking facilities.

Civic Building. A structure operated by governmental or not-for-profit organizations and limited to civic and related uses.

Civic Space. An outdoor area dedicated for public gathering and civic activities. See Section 7 (Civic Space Types).

Common Courtyard. An entry court, forecourt, or courtyard shared by multiple residential units or commercial spaces.

Common Open Space. An entry court, forecourt, courtyard, or other on-site open space shared by multiple residential units or non-residential units.

Common Space (syn. Common Area). A portion of a development held in common and/or single ownership, is not reserved for the exclusive use or benefit of an individual tenant or owner, and is available for use by all persons who reside or work in the building or on the design site.

Communication Equipment Building. A building housing operating electrical and mechanical equipment necessary for the conduct of a communications business with or without personnel.

Communications Tower. Any structure which supports an antenna.

Community Center. A multi-purpose meeting and recreational facility typically consisting of one or more meeting or multi-purpose rooms, kitchen, and/or outdoor barbecue facilities, that are available for use by various groups for such activities as meetings, parties, receptions, dances, etc.

Condominium. An estate in real property consisting of an undivided interest in common in a portion of the property together with a separate interest in space called a unit, the boundaries of which are described on a recorded final map, design site map, or condominium plan. The condominium may be commercial, industrial, residential, or any combination. [Civil Code §783, §1351(f)].

Corner Element. A physical distinction in a building at the corner of two streets or a street and public space.

Corner Entry. An entrance located on the corner of a building.

Cottage Court. See Subsection 4.060 (Cottage Court).

Council. The City Council of the City of Pittsburg.

Courtyard (syn. Court). An unroofed area that is completely or partially enclosed by walls or buildings on at least two sides and often shared by multiple residential units or non-residential units, not including off-street parking.

Courtyard Building, Large. See Subsection 4.110 (Courtyard Building Large).

Courtyard Building, Small. See Subsection 4.100 (Courtyard Building Small).

Coverage

1. **Coverage, Accessory Structures.** The sum of the footprint area of all structures on a design site.
2. **Coverage, Building.** The floor area of the largest story of a building divided by the total design site area.
3. **Coverage, Design Site.** The portion of the design site expressed as a percentage that is covered in buildings or other structures.

Co-working Space. A facilitated environment which may contain shared facilities including, but not limited to: conference rooms, reception services, phones, and other business amenities. Work spaces are used by a recognized membership who share the site in order to interact and collaborate with each other as part of a community and to reduce duplicated costs by sharing facilities. The uses shall have externally observable attributes similar to uses allowed in the zone in which that they are located. Equipment is limited to those which do not generate noise or pollutants in excess of what is customary within a typical office environment. Such space located in a research & development building may use equipment consistent with research & development uses. Co-working space may be interchangeably referred to as “incubator space."

Cul-de-sac. A street which connects to another public street only at one end and is not planned for later extension.

Crawl Space. A shallow unfinished uninhabitable space beneath the floor or under the roof of a building, that provides access to utility, structural, and other building components not readily accessible from the habitable portions of the building.

D. Definitions

Dangerous or Objectionable Elements. Any land or building structure used or occupied in any manner so as to create any dangerous, injurious, noxious, or otherwise objectionable fire, explosive, or other hazard; noise or vibration, smoke, dust, odor, or other form of air pollution; heat, cold, dampness, electrical, or other disturbance; glare; liquid or solid refuse or wastes; or other substance, condition or elements in such manner or in such amount as to adversely affect the surrounding area or adjoining premises.

Days. Calendar days unless this ODS specifies otherwise.

Defensible Space. A public, private, or semi-private residential environment whose physical characteristics—building layout and site plan—function to allow inhabitants themselves to become key agents in ensuring their security.

Department. Pittsburg's Planning Department.

Depth, Ground-Floor Space. The distance from the street-facing facade to the rear interior wall of the ground-floor space available to an allowed use.

Depth-to-Height Ratio. The relationship of the depth of a space measured perpendicular to a building divided by the average height of the buildings adjacent to the space.

Design Site. A portion of land within a parcel, delineated from other design sites and/or parcels to accommodate no more than one building type. The main purpose of a design site is to allow a parcel large enough to contain more than one building type to contain multiple building types while not requiring the legal subdivision of the parcel into additional parcels.

1. **Design Site, Corner.** A design site located at the intersection of two or more streets, where they intersect at an interior angle of not more than 175 degrees. If the intersection angle is more than 175 degrees, the design site is considered an interior design site.
2. **Design Site, Flag.** A design site not meeting minimum design site frontage standards and where access to a public or private street is provided by means of a long, narrow driveway between abutting design sites.
3. **Design Site, Interior.** A design site abutting only one street.
4. **Design Site, Through.** A design site with two or more frontage lines that do not intersect.

Design Site Area. The total square footage or acreage of horizontal area included within the design site lines.

Design Site Coverage. See "Coverage."

Design Site Depth. The horizontal distance between the front design site line and rear design site line of a design site measured perpendicular to the front design site line.

Design Site Line. The perimeter and geometry of a design site demarcating one design site from another.

1. **Design Site Line, Front.** One of the following:
    a. The frontage line in the case of a design site having a single frontage line;
    b. The shortest frontage line in the case of a corner design site with two frontage lines, neither of which are adjacent to a thoroughfare or a design site with independent frontage;

c. The frontage line generally perceived to be the front design site line in the case of a corner design site with three or more frontage lines, none of which are adjacent to a thoroughfare or a design site with independent frontage;

d. The frontage line adjacent to a thoroughfare in the case of a corner design site with two or more frontage lines, one of which is adjacent to a thoroughfare;

e. The frontage line adjacent to a design site with independent frontage in the case of a corner design site with two or more frontage lines, one of which is adjacent to a design site with independent frontage; or

f. The frontage line adjacent to the front design site line of an adjacent design site in the case of a through design site.

2. **Design Site Line, Rear.** That design site line opposite the front design site line.

3. **Design Site Line, Side.** Design site lines connecting the front and rear design site lines.

Design Site Width. The horizontal distance between the design site lines measured perpendicular to the front design site line.

Detached. Separate or unconnected.

Development Site. The parcel(s) or portion(s) thereof on which proposed structures and improvements are to be constructed.

Diligently Pursued. Continued with constant or appropriate effort.

Display. An item or arrangement of items indoors that is not attached to a window, door or wall.

Disposition, Formal. Composed in a formal arrangement, in a regular, classical, and typically symmetrical manner.

Disposition, Informal. Composed in an informal character with a mix of formal and natural characteristics.

Disposition, Natural. A preservation of the existing natural condition or a composition of elements arranged as they would appear in nature, with irregular shapes and asymmetry.

Distance Between Entries. The horizontal distance between entrances to a building or buildings, measured parallel to the facade.

Dooryard. See Subsection 6.060 (Dooryard).

Drive-Through Service. Any business that either by design or operation provides services or products directly to occupants of a motor vehicle, except gasoline service stations.

Driveway. A vehicular lane within a design site, or shared between two design sites, usually leading to a garage, other parking, or loading area.

Dwelling, Group Living (syn. Co-housing). Dwellings designed for occupancy of groups living together and having a central dining facility.

E. Definitions

Elevated Ground Floor. A ground floor situated above the grade plane of the adjacent sidewalk.

Encroachment. Any architectural feature, structure, or structural element—including, but not limited to, a gallery, fence, garden wall, porch, stoop, balcony, bay window, terrace, or deck—that breaks the plane

of a vertical or horizontal regulatory limit by extending: into a setback, beyond the build-to-line into the public frontage, or above a height limit.

Entry. An opening, including, but not limited to, a door, passage, or gate, that allows access to a building.

1. **Entry, Primary.** The opening that allows access to a building directly from the sidewalk along the front facade.
2. **Entry, Service.** An entrance located toward or at the rear of the building intended for the delivery of goods and removal of refuse.

Established Landscape. The point in time at which plants have developed roots into the soil adjacent to the root ball.

Establishment Period. The first year after installing a plant in a landscape.

External Employees. An employee who does not reside at his or her place of employment.

F. Definitions

Facade. See "Building Facade."

Facade Zone. The area between the minimum and maximum setback lines along the front of a design site and along the side street of a corner design site where the building facade is required to be placed. The zone standards identify the minimum amount of facade to be placed in the facade zone. See Subsection 8.030 (Measurement Methods).

Facility. An improvement, structure, or building that is designed and used for a particular purpose.

Finish Level, Ground Floor. Height difference between the finished floor on the ground floor and the adjacent sidewalk. In the case of a terrace frontage that serves as the public right-of-way, the floor finish level is the height of the walk above the adjacent street. Standards for ground floor finish level for ground floor residential uses do not apply to ground floor lobbies and common areas in multi-unit buildings.

Flex Space. A room or group of internally connected rooms designed to accommodate an evolution of use over time in response to an evolving market demand. Typically designed to accommodate future commercial uses, while accommodating less intense short-term uses, including, but not limited to, residential or live/work, until the commercial demand has been established.

Flood Hazard. The threat of overflow stormwaters having the capability to flood lands or improvements, transport or deposit debris, scour the surface soil, dislodge or damage structures, or erode the banks of channels.

Floor Coverage. See “Coverage."

Floorplate. An area measurement in square feet of either the gross or the rentable floor area of a typical floor in a building.

Floorplate, Non-residential. The square footage area measurement of a floorplate dedicated to non-residential uses.

Floorplate, Residential. The square footage area measurement of a floorplate dedicated to residential uses.

Flow Rate. The rate at which water flows through pipes and valves, measured in gallons per minute or cubic feet per second.

Footprint Area. The total square footage contained within a footprint.

Footprint, Building. The outline of the area of ground covered by the foundations of a building or structure.

Forecourt. See Subsection 6.080 (Forecourt).

Freestanding Wall. A wall that is separate from a building and supported by independent means.

Front. See "Design Site Line, Front."

Front Loaded. (Front Access). Design sites that provide vehicular access from the front of the design site.

Frontage, Private. The area between the building facade and the back of the sidewalk abutting a street (public or private) or public open space.

Frontage, Public. The area between the on-street parking and the back of the sidewalk.

Frontage Line. The design site line(s) of a design site fronting a street (public or private) or a civic space.

Frontage Type. A physical element configured to connect the building facade to the back of the sidewalk abutting a street or public open space depending on the intended physical character of the zone.

Furniture Area. An area of space that allows for the placement of furniture without restricting the movement of pedestrians.

G. Definitions

Gable. A vertical wall in the shape of a triangle formed between the cornice or eave and the ridge of the roof.

Gallery. See Subsection 6.110 (Gallery).

General Retail. Stores and shops selling many lines of merchandise. Examples of these stores and lines of merchandise include: bicycle sales, service, and rental; bookstores, except adult bookstores; apparel and accessories; bakeries; and food stores.

Glazing. Openings in a building in which glass is installed.

Grade. The finished ground level at any point along the exterior walls of a structure. Where walls are parallel to and within five feet of a sidewalk, alley or other public way, the level above ground shall be measured at the elevation of the sidewalk, alley or public way. Also see "Grade, Finished."

Grade, Finished. The final ground surface elevation after the completion of grading or other site preparation related to a proposed development that conforms to an approved Grading Permit or Building Permit. In cases where substantial fill is proposed, "finished grade" shall be established by the Director consistent with design sites in the immediate vicinity and shall not be, nor have been artificially raised to gain additional building height. Also see "Grade."

Grade, Pre-Development. The grade of a design site prior to any site improvements related to the proposed development.

Grading. Earthwork performed to alter the natural contours of an area.

Green Building Practices. A whole-systems approach to the design, construction, and operation of buildings and structures that helps mitigate the environmental, economic, and social impacts of construction, demolition, and renovation. Green building practices including, but not limited to, those described in the LEED™ rating system recognize the relationship between natural and built environments

and seek to minimize the use of energy, water, and other natural resources and provide a healthy, productive environment.

Greenway. See Subsection 7.070 (Greenway).

Ground Floor. The floor of a building located nearest to the level of the ground around the building.

Gross Floor Area. The total floor area inside the building envelope, including the external walls, but not including the roof.

Ground Floor Ceiling Height. Height from finished floor to finished ceiling of primary rooms on the ground floor, not including secondary rooms including, but not limited to: bathrooms, closets, utility rooms, and storage spaces.

Gross Parking Area. The total area of parking space and drive included on a design site.

Gross Residential Acreage. The total area, measured in acres, included within the design site lines of a residential development.

Guest House. A detached structure accessory to a single dwelling, accommodating living/sleeping quarters, but without kitchen or cooking facilities.

H. Definitions

Habitable Space. The portion of a building that is suitable for human occupancy.

Hardscape. Paving, decks, patios, and other hard, non-porous surfaces.

Height

1. **Height, Number of Stories.** The number of stories in a structure allowed above adjacent finished grade. See "Stories."
2. **Height, Overall.** The vertical distance between adjacent finished grade and the highest part of the structure directly above.
3. **Height, Highest Eave/parapet.** The vertical distance between adjacent finished grade and the highest eave or parapet of the building.

High Water-use or Non-drought-Tolerant Plant. A plant that will require regular irrigation for adequate appearance, growth, and disease resistance.

House-Scale Building. A building that is the size of a small-to-large house and detached from other buildings, typically ranging from 24 feet to as large as 80 feet overall, including wings.

I. Definitions

Impervious. The area of any surface that prevents the infiltration of water into the ground including, but not limited to, roads, parking areas, concrete, and buildings.

Improved. An area which has been paved or planted and is permanently maintained as such.

Improvement. The product of any modification to a site structure or building, not including maintenance or repairs.

Infill. The development of vacant land that was bypassed by earlier waves of development and is now largely surrounded by developed land.

Irrigation Efficiency. The measurement of the amount of water beneficially used divided by the amount of water applied. Irrigation efficiency is derived from measurements and estimates of irrigation system, characteristics, and management practices.

Irrigated Landscape Area. An entire design site less the building footprint, driveways, non-irrigated portions of parking lots, and other hardscape areas. Landscape areas encompass all portions of a development site to be improved with planting and irrigation. They include water bodies including, but not limited to, fountains, swimming pools, and ponds. Natural open spaces without irrigation systems are not included.

J. Definitions

No specialized terms beginning with the letter J are defined at this time.

K. Definitions

No specialized terms beginning with the letter J are defined at this time.

L. Definitions

L-Shaped (syn. Ell). A horizontal form for the main body of a building or a massing composition, also referred to as an "Ell" which is an extension at a right angle to the length of a building.

Landing. A level area at the top or bottom of a staircase or between one flight of stairs and another.

Landscaping. Flowers, shrubs, trees, or other decorative material of natural origin.

LEED™ Rating System. The most recent version of the Leadership in Energy and Environmental Design (LEED™) Commercial Green Building Rating System, or other related LEED™ rating system, approved by the U.S. Green Building Council.

Live/Work. An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-unit dwelling or multiple-unit dwelling, that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes:

1. Complete kitchen space and sanitary facilities; and
2. Working space reserved for and regularly used by one or more occupants of the unit.

Living Area. The interior habitable area of a dwelling unit, including basements and attics, but not including garages or any accessory structure.

Loading Dock(s). A platform where cargo from vehicles can be loaded or unloaded.

Loading Spaces, Off-street. Permanently improved and maintained areas on the design site dedicated to loading and unloading of materials, equipment, and merchandise.

Lodging. See “Bed and Breakfast” or “Hotel or Motel."

Lot. See "Design Site."

Low-Water-Use or Extra Drought-Tolerant Plant. A plant that can survive without irrigation throughout the year once established, although supplemental water may be desirable during drought periods for improved appearance and disease resistance.

M. Definitions

Main Body. The primary massing of a primary building.

Main Facade. The front facade of a building.

Main Street Building. See Subsection 4.120 (Main Street Building).

Major. Having a greater size, scope, effect, characteristic, or quality relative to the other corresponding sizes, scopes, effects, characteristics, or qualities; or being the greater of two or more.

Massing. The overall shape or arrangement of the bulk or volume of a building and structures.

Median. A planted or paved area which separates two roadways or divides a portion of a road into two or more lanes.

Minor. Having a lesser size, scope, effect, characteristic, or quality relative to the average size, scope, effect, characteristic, or qualities; or being the lesser of two or more.

Mixed-Use. Multiple functions within the same building or the same general area through superimposition or within the same area through adjacency.

Mobile Home. A vehicle, other than a motor vehicle, designed and equipped to contain one or more dwelling units to be used without a permanent foundation, and which is in excess of 8 feet in width and in excess of 40 feet in length.

Moderate Water-Use or Semi-Drought-Tolerant Plant. A plant that can survive throughout the year with occasional irrigation.

Multiplex, Large. See Subsection 4.080 (Multiplex Large).

Multiplex, Small. See Subsection 4.070 (Multiplex Small).

Multi-Unit Building. A residential, non-residential, or mixed-use building in which there exists three or more separate units with direct exterior access and in which there are appurtenant shared facilities. Distinguishing characteristics of a multi-tenant building or use may, but need not, include common ownership of the real property upon which the building or use is located, common wall construction, and multiple occupant use of a single structure.

N. Definitions

Neighborhood Center. A walkable environment that provides a mix of civic, institutional, and/or commercial uses.

New Construction. Structures for which the "start of construction" commenced on or after the effective date of this ODS.

Nonconforming Design Site. A design site that was legally created before the effective date of this ODS and does not comply with the minimum area, depth, width, or other applicable standards of the zone it is located.

Nonconforming Site Improvement. A site improvement (e.g., fences, landscaping, parking, walls, etc.) that conformed to the standards of the previous zoning that lawfully existed before the effective date of this ODS and does not conform to the present standards of the zone in which it is located.

Non-Street Frontage. Building facades that do not face a street or civic space.

O. Definitions

ODS Zone (syn. Transect Zone). One of several zones mapped on the ODS Overlay Map. See Figure 2.020.1 (ODS Overlay Map).

Off-Street Parking. The area(s) located on a design site available for temporary storage of passenger vehicles, including a public or private parking lot where parking is the principal use of the property.

Open Space. See "Civic Space."

Open Space Easement. See "Scenic Easement or Open Space Easement."

Open Structure. An accessory structure having a roof constructed of lattice or other roof material which allows light and air to pass through a minimum of 50 percent of the roof surface. Additionally, the sides of an open structure consist only of support posts and decorative or functional elements including, but not limited to, braces and railings such that light and air can pass through a minimum of 75 percent of each side. Open structures include but are not limited to trellises, trellis-like patio covers, and other shade structures. Play structures do not qualify as open structures, but are regulated as minor or major accessory structures.

Oriel Window (syn. Upper Story Bay Window). A window that projects from the building facade or elevation, located on upper floors and may extend for multiple stories.

Outdoor Storage Building. A building used primarily for storage of goods and materials, and uninhabitable.

Overhead Doors. Doors constructed in horizontally hinged Subsections that are equipped with hardware that rolls the Subsections into an overhead position, clear of the opening.

P. Definitions

Parapet. A low wall along the edge of a roof or the portion of a wall that extends above the roof line.

Parcel, Nonconforming. A legally created parcel which does not conform with current standards for area, width, frontage or other such standards for the zone in which the parcel is located because of annexation or amendments to the title.

Park and Recreational Area, Public. Include playgrounds, public gardens, outdoor sports grounds, indoor sports structures within a park area, tot lots, passive park areas, and other areas of use to the general public for recreation or outdoor diversions, not including commercial recreation facilities (see "Commercial Recreation Facility.")

Parking Driveway Width. The horizontal measurement of an access driveway to a parking area, measured perpendicular to the direction of travel.

Parkway. That portion of a public right-of-way located between the outermost curb-lane driving lane and the farthest edge of the right-of-way.

Passage. See Subsection 7.060 (Passage).

Passageway. A pathway unobstructed clear to the sky and extends from a street to one entrance of the accessory dwelling unit.

Path of Travel. A continuous, unobstructed way of pedestrian passage.

Patio Cover. A one story, roofed structure, not more than 12 feet in height above adjacent finished grade, used only for recreational and/or outdoor living purposes, that may be attached or detached as an accessory structure to the primary building.

Pedestrian Shed. An area centered on a destination including, but not limited to, a civic space, civic building, or main street. Its size is limited by an average distance that may be traversed at an easy walking pace in a given amount of time from its center to its edge, about 1,500 feet. Pedestrian sheds are used for planning Walkable Urban areas.

Pedestrian Orientation. A physical structure or place with design qualities and elements that contribute to an active, inviting, and pleasant place for pedestrians that typically includes most of the following elements:

1. Building facades that are highly articulated at the street level, with interesting uses of material, color, and architectural detailing, located directly behind the sidewalk;
2. Visibility into buildings at the street level;
3. A continuous sidewalk, with a minimum of intrusions into pedestrian right-of-way;
4. Continuity of building facades along the street with few interruptions in the progression of buildings and stores;
5. Signs oriented and scaled to the pedestrian rather than the motorist; and/or
6. Pedestrian orientation may also include: design amenities related to the street level including, but not limited to, awnings, paseos, and arcades; landscaping and street furniture.

Pedestrian-Oriented Businesses. General commercial businesses that allow customers to park once and complete multiple transactions and visits on foot in a context that encourages people to walk instead of drive.

Pedestrian-Oriented Use. A land use that is intended to encourage walk-in customers and that generally does not limit the number of customers by requiring appointments or otherwise excluding the general public. A pedestrian oriented use provides spontaneous draw from sidewalk and street due to visual interest, high customer turnover, and/or social interaction.

Pennant. Any lightweight flexible plastic, fabric, or other material, whether or not containing a message of any kind, suspended from a rope, wire, or string, in a series of three or more, designed to move in the wind.

Playground. See Subsection 7.050 (Playground).

Plaza. See Subsection 7.080 (Plaza).

Plot Plan. A plan for an individual residential design site within an approved subdivision. At a minimum, the plot plan shows the design site property lines with metes and bounds; street address; driveways; grading; proposed locations for structures; public and private improvements (e.g., utility service laterals); retaining walls; trees; and measurements to locate these improvements within the design site.

Podium. A continuous projecting base or pedestal under a building often occupied by parking.

Podium Top. A flat, elevated and open area above a podium that can be used as common area.

Pocket Park/Plaza. See Subsection 7.040 (Pocket Park/Plaza).

Porch. A covered shelter projecting in front of the entrance of a building.

1. **Porch, Engaged.** See Subsection 6.050 (Porch Engaged).
2. **Porch, Projecting.** See Subsection 6.040 (Porch Projecting).

Pre-Development Grade. The grade of a design site prior to any site improvements related to the proposed development.

Premises. An area of land with its appurtenances and buildings which because of its unity of use may be regarded as the smallest conveyable unit.

Primary Building. See "Building, Primary."

Primary Living Space. A space within the primary building that is designed as a living room, dining room, or bedroom.

Private Open Space. The area required for each unit in some building types, provided as outdoor yard areas, patios, decks, and balconies, but excluding stairs, entrance decks, and/or landings. Does not include required setbacks.

Private Street. Any street not a public street.

Public Property. Any property publicly owned outside of the designated public right-of-way.

Public Street. A street for which the right-of-way is owned by or offered for dedication to the public and accepted by the City.

Q. Definitions

No specialized terms beginning with the letter Q are defined at this time.

R. Definitions

Rear. Opposite of front.

Rear-Loaded (syn. Rear Access). Vehicular access from the rear of the design site.

Recessed Entry. An entrance to a building that is set back from the facade of the building.

Recreational Area. Areas of active play or recreation including, but not limited to, sports fields, school yards, picnic grounds, or other areas with intense foot traffic.

Relocation. The act or process of moving a structure or object from one property to another property or to a different location on the same property.

Renovation

1. A structural change to the foundation, roof, floor, or exterior of load-bearing walls of a facility, or the extension of an existing facility to increase its floor area.
2. Alteration of an existing facility including, but not limited to, significantly changing its function, even if such renovation does not include any structural change to the facility.
3. Remodeling of the building interior or exterior.

Residential. Premises used primarily for human habitation.

Residential Development. Any development that consists entirely of dwellings.

Right-of-Way (ROW). Land dedicated to transportation purposes and/or use by the general public.

Rowhouse. See Subsection 4.090 (Townhouse).

Runoff. Water which is not absorbed by the soil to which it is applied. Runoff usually occurs when water is applied at too great a precipitation rate, when water is applied to saturated soils, or when water is applied to a steep slope.

S. Definitions

Satellite Dish Antenna. Parabolic or spherical antenna whose purpose is to receive and/or transmit radio communication signals to and/or from satellites.

Scenic Easement or Open Space Easement. An easement granted to the public whereby the owner relinquishes or limits the right to construct improvements on the land.

Second Unit. See "Dwelling, Second Unit."

Semi-Public Utility Building. A building owned or operated by a non-profit organization, private institution, or foundation, and used to provide utility services to its members or those persons it serves.

Service Entries. Building access for service providers.

Service Facilities. On-site facilities that support grounds maintenance, landscaping, and minor repair service relative to a primary use.

Setback. The distance by which a structure, parking area, or other development feature is separated from a design site line, other structure, or development feature

1. **Setback, Front.** An area extending across the full width of the design site between the front design site line and the primary structure.
2. **Setback, Rear.** An area extending the full width of the design site between a rear design site line and the primary structure.
3. **Setback, Side.** An area between a side design site line and the primary structure extending between the front and rear setback.

Setback, Building. The mandatory clear distance between a design site line and a building.

Setback, Parking. The mandatory clear distance between a design site line and parking.

Setback, Non-Street Frontage. Any side or rear setback not contiguous to a public right-of-way. Such setback shall be measured laterally from the nearest part of that portion of a primary building facing said side or rear setback toward the nearest point of the design site line.

Shared Parking. Any parking spaces assigned to more than one user, where different persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Shopfront. See Subsection 6.090 (Shopfront).

Shopfront Base. A very low wall , that does not include glass, between the display window(s) of a shopfront and the adjacent sidewalk.

Sidewalk. A paved area along a street intended exclusively for pedestrian use and often installed between a street and design site frontages.

Single-Loaded, Building. A building containing dwellings and/or commercial units without common hallways for access to the dwellings and/or units.

Site Plan. A base sheet that includes the basic information that will appear on all plans including, but not limited to, natural features, roads, buildings, or other structures to remain on-site.

Special Architectural Elements. Church spires; belfries cupolas and domes; monuments; corner or entry towers on residential units; and other similar architectural elements.

Street, Front. Street located along the front design site line of a parcel.

Street, Side. Street located along a design site line of a parcel that is not along the front design site line.

Stoop. See Subsection 6.070 (Stoop).

Storefront. The majority portion of a shopfront frontage that consists of the display window and/or entrance and its components, including windows, doors, transoms, and sill pane.

Story. The portion of a building included between the surface of any floor and the surface of the next floor above it, or if there is no floor above, the space between the floor and the ceiling above. If the finished floor level directly above a basement or cellar is more than six feet above grade for more than 50 percent of the total perimeter, such basement or cellar shall be considered a story.

1. **Story, First.** The lowest story or the ground story of any building, the floor of which is not more than 12 inches below the average contact ground level at the exterior walls of the building.
2. **Story, Half (syn. Attic Story).** A conditioned space that rests primarily underneath the slope of the roof, usually having dormer windows. The half story is identified by the ".5" in the description of maximum height (e.g., 2.5). A half-story is considered a story when its top wall plates, on at least two opposite exterior walls, are four feet or more above the floor of such story.
3. **Story, Mezzanine.** A story which covers one-third or less of the area of the story directly underneath it. A mezzanine story shall be deemed a full story when it covers more than one-third of the area of the story directly underneath said mezzanine story.

Street. A public or permanent private thoroughfare which affords a primary means of access to design site(s).

1. **Street, Front.** Street located along the front design site line.
2. **Street, Side.** Street located along a design site line that is not the front design site line

Street Frontage. The lineal length of that portion of a design site abutting a street.

Street Frontage, Principal. The length of the property line of any one premise parallel to and along the public right-of-way which it borders and which is identified by an officially assigned street address.

Street Tree. A tree planted in open spaces, parkways, sidewalk areas, easements, streets, and rights-of-way.

T. Definitions

Tandem Parking. A parking space deep enough to allow two cars to park, one behind the other.

Terrace. See Subsection 6.100 (Terrace).

Thoroughfares. A way for use by vehicular, pedestrian, and bicycle traffic that provides access to design sites and open spaces, and that incorporates vehicular lanes and public frontages.

Townhouse. See Subsection 4.090 (Townhouse).

Transect. A cross-Subsection of the environment showing a range of different habitats. The Natural-to-Urban Transect of the human environment is divided into multiple transect zones that describe the physical form and character of a place according to the intensity of its land use and urbanism.

Transect Zone. See "ODS Zone."

Transit Station. A design site or structure used for the purpose of parking, loading, and unloading freight and passengers from train or bus transportation. May include parking facilities and other commercial amenities to service transit passengers.

Transit Stop. A location where buses stop to load and unload passengers, excluding a stop that is only utilized by a school bus route operated seasonally or only during school hours for the intended purpose of serving students. A transit stop may or may not include a shelter or a pullout.

Turf. A surface layer of earth containing mowed grass with its roots. Annual bluegrass, Kentucky bluegrass, perennial ryegrass, red fescue, and tall fescue are cool-season grasses. Bermudagrass, kikuyugrass, seashore paspalum, St. Augustinegrass, zoysiagrass, and buffalo grass are warm-season grasses.

U. Definitions

Understory. The smaller trees and shrubs below the canopy of large trees.

Unit. See "Dwelling Unit."

Upper Floor. A floor in a building containing habitable space that is located above the ground floor.

Usable Open Space. Common or private open space, excluding the following:

1. Required front setbacks;
2. Areas devoted to parking, driveways, and maneuvering areas;
3. Open space at grade less than 10 feet in its minimum dimension; and
4. Patios, balconies, or decks less than five feet in their minimum dimension.

V. Definitions

Visitability. A basic level of accessibility that enables persons with disabilities to visit others in their dwellings by providing at least one accessible means of egress/ingress for each residential unit.

W. Definitions

Walkable Neighborhood Center. A Walkable Urban environment that provides a concentrated mix of civic, institutional, and/or commercial uses.

Walkable/Walkability. The condition when an area is highly interconnected to other areas and appeals to pedestrians for recreational walking or for walking to work, transit, errands, shopping, or restaurants.

Walkway. A paved way located on one or more design sites, used for pedestrian traffic, and used exclusively by the design site owner(s), their guests, and invitees.

Wall Plane. A vertical surface defined by the facades of buildings.

Water Table, Architectural Feature. A horizontal projecting string-course of masonry, molding, or a ledge placed so as to divert rainwater from a building.

Width-to-Height Ratio. The ratio of the horizontal size of a space measured perpendicularly to the vertical height of a building.

Wing. A structure of at least five feet in depth physically attached to, and secondary to, the main body of a primary building.

X. Definitions

No specialized terms beginning with the letter Y are defined at this time.

Y. Definitions

Yard. See "Setback."

Z. Definitions

Zero Design Site Line. A building or structure that is placed on the property line.

Zone. See “Transect Zone."

Zone Map. The zoning map(s) of the City of Pittsburg, California, together with all amendments.

Zoning Administrator. The duly designated and appointed zoning administrator of the City of Pittsburg.

Zoning Code. The Zoning Ordinance of the City of Pittsburg specified in Title 18.

8.030 Measurement Methods

1. **Primary Building within Facade Zone**

   A. **Applicability.** The facade zone standards apply to new primary buildings and their additions along the front and side street of a design site.

   B. **Methodology.** The required amount is expressed in the zone standards as a percentage. The percentage is calculated as follows through an example for the front facade zone. The same approach is to be applied to the side street, using the minimum front and rear building setbacks.

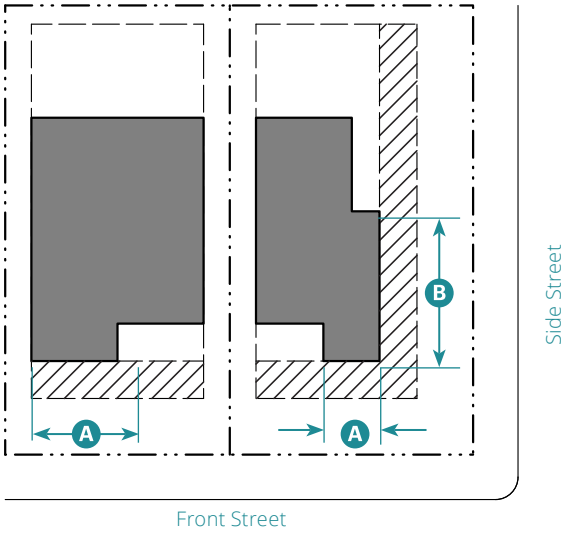
      (1) Identify the width of design site (e.g., 50 feet) and apply required front and side building setbacks (e.g., 5 feet and 5 feet).

      (2) Subtract the horizontal length between each side setback and the adjacent side design site line from the total width of the design site. The result is the net buildable width of the design site (e.g., 40 feet).

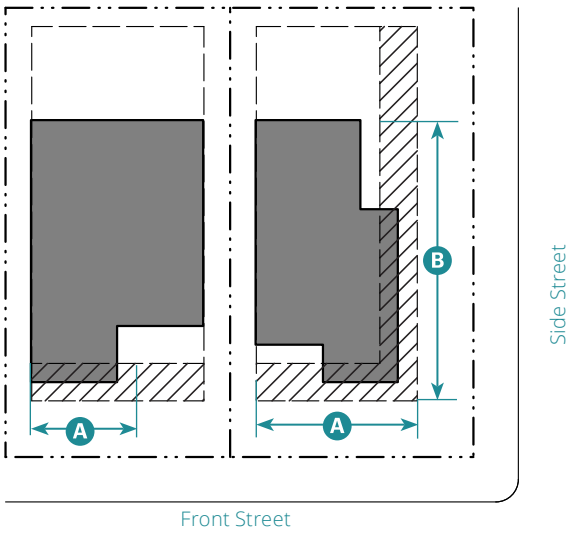
      (3) Multiply the required minimum percentage in the zone standards (e.g., 50 percent) by the net buildable width of the design site (e.g., 50 feet).The result is the minimum length, in feet, of building facade that shall be placed in or abutting the facade zone (e.g., 20 feet).

Figure 8.030.1: Applying the Required Amount to the Facade Zone

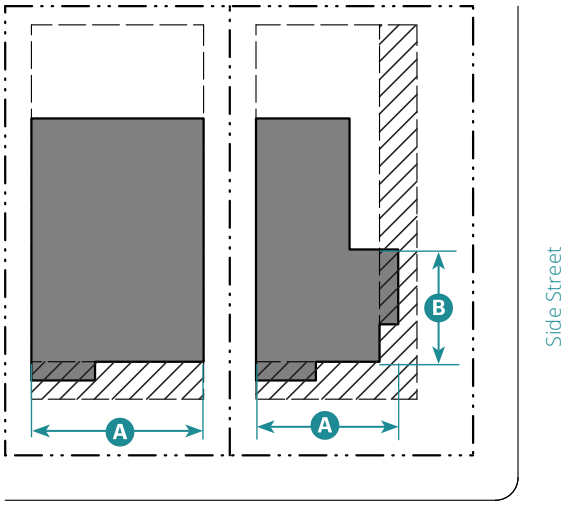
A. Abutting Facade Only



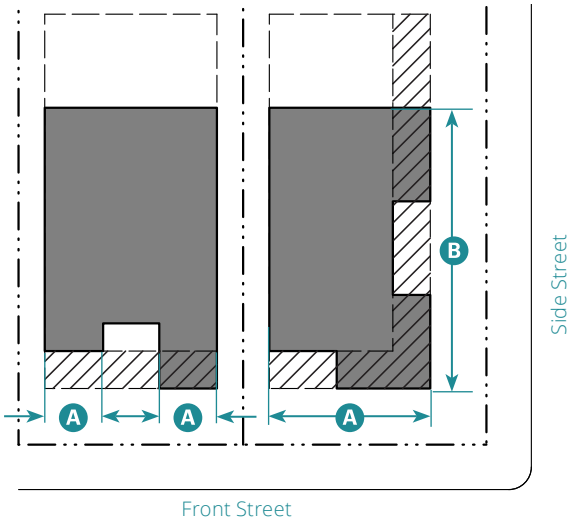
B. Within Facade Zone Only



C. Abutting and Within Facade Zone



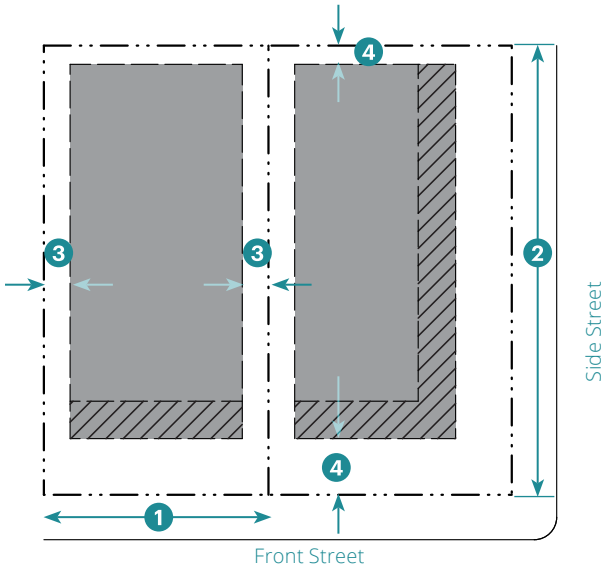
D. Abutting and at Front of Facade Zone



		Front Street	Side Street
▨	Facade Zone	50% min.[1]	50% min.[1]
■	Buildable Area	A	B

[1] This is an example. See Subsection 5 of the zone for the standard.

Figure 8.030.2: Determining the Required Amount Subject to the Facade Zone



Example Calculation

50'	Design Site Width
- 5'	Side Setback
- 5'	Side Setback
= 40'	Net Buildable Width
40'	Net Buildable Width
x Zone Standard	(e.g., 50%)
= 20'	Required In or Abutting the Facade Zone

1. Width of Design Site
2. Depth of Design Site
3. Setback to be Subtracted from Design Site Width
4. Setback to be Subtracted from Design Site Depth

2. **Measuring Building Types**

A. **Methodology.** Measurement of width and depth.

(1) **Main Body.** The width and depth of the main body shall be measured as follows:

(a) The width shall be parallel to the front.

(b) The depth shall be perpendicular to the front.

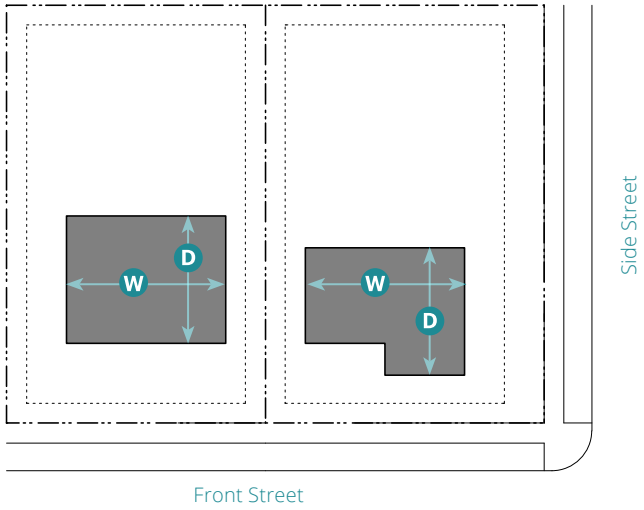


Figure 8.030.3: Main Body

W Width
D Depth

(2) **Wings and Ancillary Structures.** The width and depth of wings and ancillary structures, shall be measured as follows:

(a) The width shall be the greater of the two dimensions of the footprint.

(b) The depth shall be the lesser of the two dimensions of the footprint.

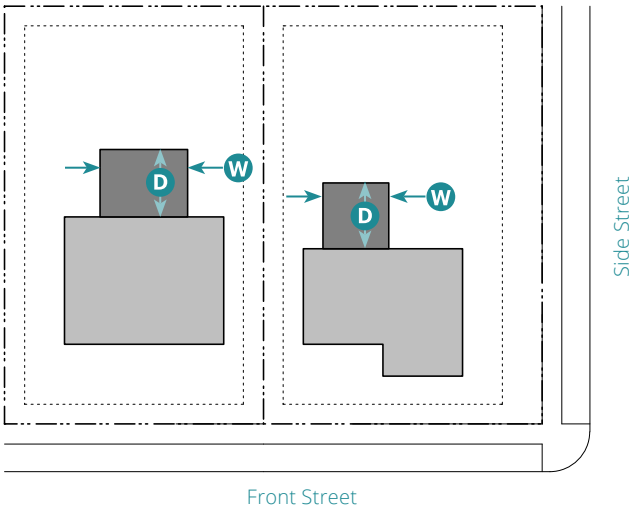


Figure 8.030.4: Wings and Ancillary Structures

W Width
D Depth

(3) **Open Space(s).** The width and depth of open spaces shall be measured as follows:

(a) The width shall be parallel to the front

(b) The depth shall be perpendicular to the front.

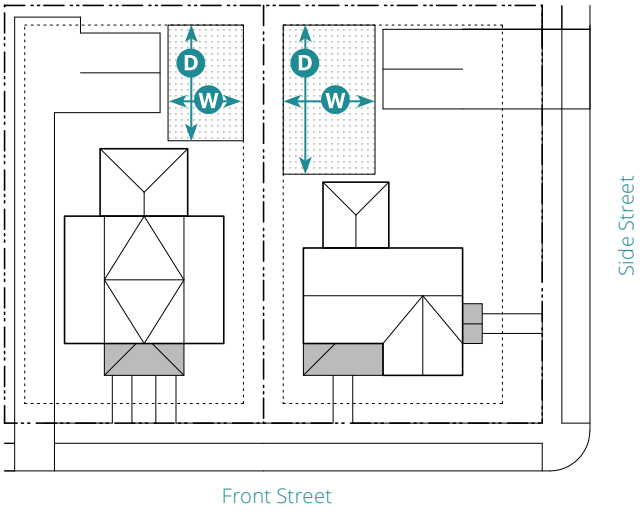


Figure 8.030.5:
Open Space(s)

W Width
D Depth

(4) **Courtyard(s).** The width and depth of courtyards shall be measured as follows:

(a) The width shall be parallel to the front; unless the courtyard is a secondary courtyard accessed directly from a side street.

(b) If a secondary courtyard is accessed directly from the side street, the width shall be parallel to the side street.

(c) The depth shall be perpendicular to the width.

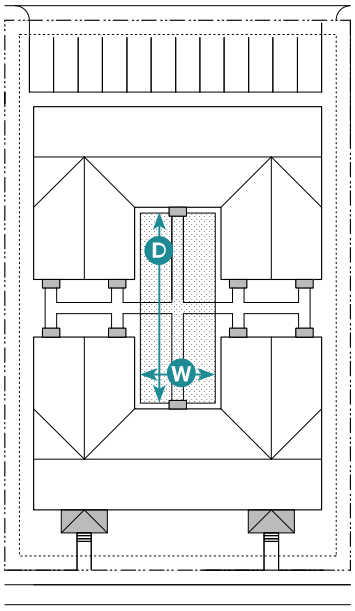


Figure 8.030.6: Courtyard(s)

W Width
D Depth

(5) **Width-to-Height Ratio.** Measurement of width-to-height ratio and depth-to-height ratio of forecourts.

(a) The width and depth of forecourts shall be measured per Figure 10 (Width-to-Height Ratio).

(b) The height of forecourts shall be a measurement of the vertical plane of the building that defines the forecourt.

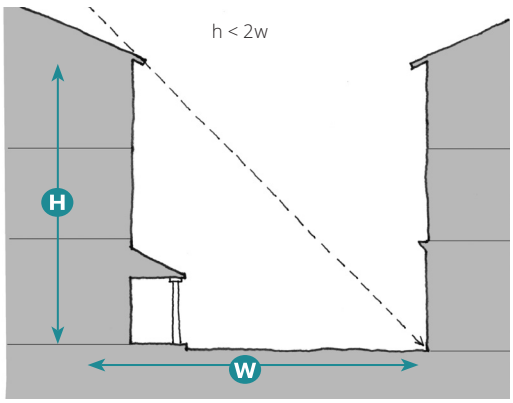


Figure 8.030.7: Width-to-Height Ratio

W Width
H Height

(6) **Highest Eave/Top of Parapet.**

(a) **Height, Overall.** The vertical distance between adjacent finished grade and the highest part of the structure directly above.

(b) **Height, Top of Parapet.** The vertical distance between adjacent finished grade and the top of the parapet of the primary building.

(c) **Height, Highest Eave.** The vertical distance between adjacent finished grade and the highest eave of the primary building.

(d) **Highest Eave Measurement.** The measurement is to bottom of the eave assembly.

(e) **Eave.** The edge of the roof that overhangs the face of the adjoining wall. The bottom of the eave can range from exposed rafters to a finished horizontal surface.

Figure 8.030.8: Top of Parapet and Flat Roof

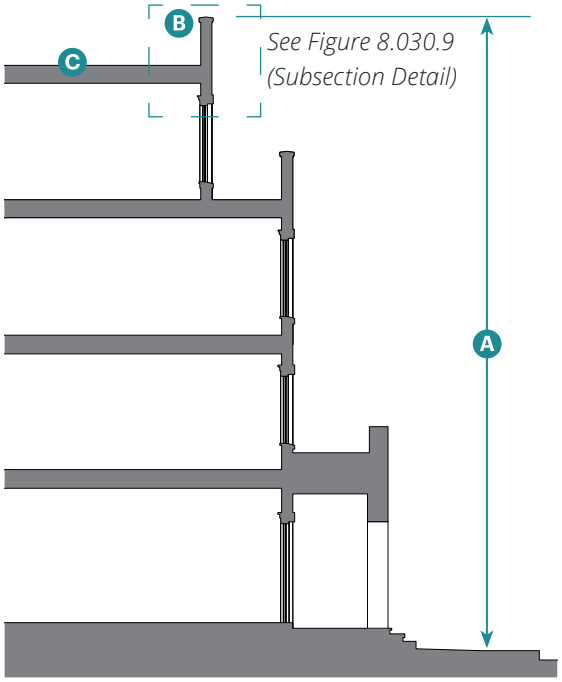
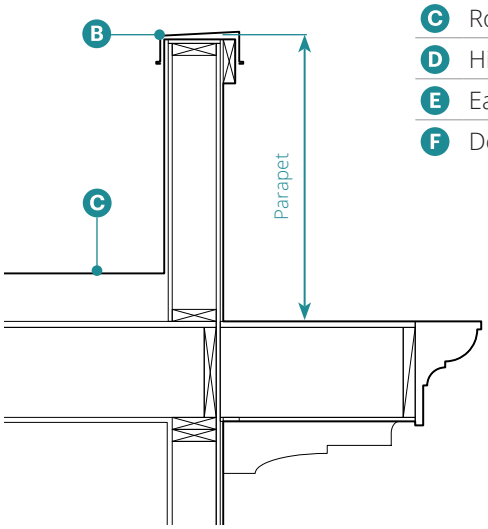


Figure 8.030.9: Subsection Detail of Top of Parapet and Flat Roof



- A Height, Overall
- B Top of Parapet
- C Roof Structure
- D Highest Eave Measurement
- E Eave Assembly
- F Dormer

Figure 8.030.10: Highest Eave for Pitched Roof

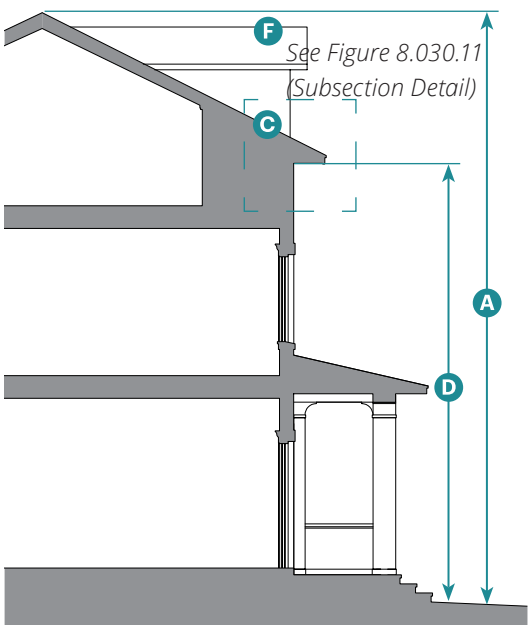
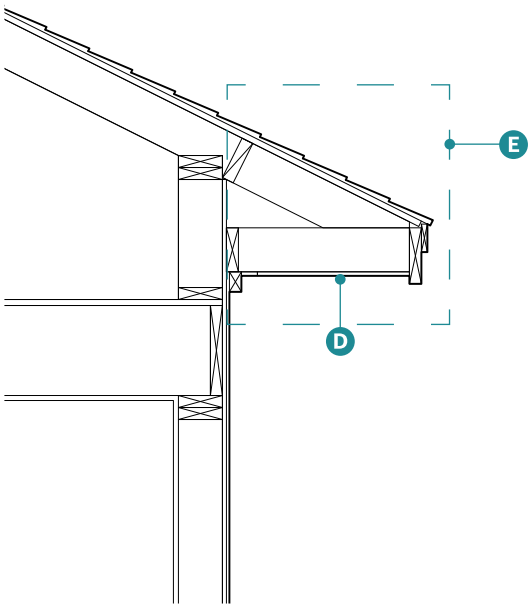


Figure 8.030.11: Subsection Detail of Highest Eave for Pitched Roof



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BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Amending the Zoning Map to establish)
a Citywide Limited Overlay for Objective) ORDINANCE NO. 23-
Design Standards 2023)

WHEREAS, the California Legislature has passed, and the Governor has signed a number of laws in recent years aimed at increasing the production of housing; and

WHEREAS, California Government Code Section 65913.4, as added by Senate Bill 35 of 2017 and as amended since, sets forth a ministerial approval process requiring objective design standards for specified residential housing projects; and

WHEREAS, staff has drafted a set of Objective Design Standards to be applicable as set forth in a limited Citywide overlay district in compliance with State law; and

WHEREAS, on or prior to April 28, 2023, notice of the May 9, 2023, Planning Commission public hearing to consider this item was posted at City Hall and on the 'public notices' page of the City's website; was delivered to the Pittsburg Library; was published in the local newspaper (East Contra Costa County Times) as a 1/8 page advertisement; and was mailed via first class mail or electronic mail to interested parties and individuals and organizations that requested such notice, in accordance with PMC sections 18.14.010, and Government Code section 65090 and 65091; and

WHEREAS, On May 9, 2023, the Planning Commission held the hearing to consider proposed, "Resolution Recommending City Council adoption of an Ordinance Approving Objective Design Standards 2023, Adding Article XXI to Chapter 18.84 of the Pittsburg Municipal Code, and amending the Zoning Map, for certain multi-family housing and mixed-use development projects, to further housing production consistent with state law, AP-22-0117 (RZ)", and voted to adopt Resolution No.10231, recommending City Council approval; and

WHEREAS, on or prior to September 8, 2023, in accordance with Government Code section 65091 and Pittsburg Municipal Code (PMC) section 18.14.020, a "Notice of Public Hearing" for the September 18, 2023, public hearing on this item was posted at City Hall; was delivered to the Pittsburg Library; was published in the local newspaper (East Contra Costa County Times) as a 1/8 page advertisement; and was mailed via first class mail or electronic mail to interested parties and individuals and organizations that requested such notice, in accordance with PMC sections 18.14.010, and Government Code section 65090 and 65091. A copy of the notice was also placed on the "Public Notices" page of the City website on September 8, 2023. The notice was also posted on www.nextdoor.com ("Nextdoor"); and

WHEREAS, on September 18, 2023, the City Council held a duly noticed public hearing on the Planning Commission's recommendation for the City Council to approve the proposed amendment to the Zoning Map to establish a Citywide Limited Overlay for Objective Design Standards 2023; and

WHEREAS, this Zoning Map amendment is exempt from the requirements of the California Environmental Quality Act (CEQA) under the general rule of applicability of the state CEQA Guidelines, section 15061, in that the activity in question consists of zoning overlay related to objective design standards text amendments that would not result in a physical impact on the environment.

NOW, THEREFORE, the City Council does ORDAIN as follows:

SECTION 1. Zoning Map Amendment Approval and Adoption. The Zoning Map is hereby amended to add the Objective Design Standards 2023 Limited Overlay Map, attached as "Exhibit A" to this Ordinance.

SECTION 2. Effective Date. This Ordinance shall be in full force and effect thirty (30) days after its adoption.

SECTION 3. Severability. If any section, subdivision, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions.

SECTION 4. Publication. The ordinance shall be posted and published in accordance with the California Government Code.

The foregoing ordinance was introduced at a regular meeting of the City Council of the City of Pittsburg held on October 2, 2023, and was adopted and ordered published at a meeting of the City Council held on _____, 2023, by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

_____
Shanelle Scales-Preston, Mayor

ATTEST:

_____
Alice E. Evenson, City Clerk

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Approving Objective Design Standards 2023	)	
Adding Article XXI to Chapter 18.84 the	)	ORDINANCE NO. 23-
Pittsburg Municipal Code	)	

WHEREAS, the California Legislature has passed, and the Governor has signed a number of laws in recent years aimed at increasing the production of housing; and

WHEREAS, California Government Code Section 65913.4, as added by Senate Bill 35 of 2017, and as amended since, sets forth a ministerial approval process requiring objective design standards for specified residential housing projects; and

WHEREAS, staff has drafted a set of objective design standards to be applicable as set forth in an overlay district in compliance with State law; and

WHEREAS, the proposed amendments are governed by the applicable goals and policies of the Pittsburg General Plan and the Pittsburg Municipal Code (PMC); and

WHEREAS, PMC section 18.16.020 identifies the Planning Commission as the advisory body to the City Council on proposed changes to zoning text amendments; and

WHEREAS, on or prior to April 28, 2023, notice of the May 9, 2023, Planning Commission public hearing to consider this item was posted at City Hall and on the 'public notices' page of the City's website; was delivered to the Pittsburg Library; was published in the local newspaper (East Contra Costa County Times) as a 1/8 page advertisement; and was mailed via first class mail or electronic mail to interested parties and individuals and organizations that requested such notice, in accordance with PMC sections 18.14.010, and Government Code section 65090 and 65091; and

WHEREAS, on May 9, 2023, the Planning Commission held the hearing to consider proposed Resolution Recommending City Council adoption of an Ordinance Approving Objective Design Standards 2023, Adding Article XXI to Chapter 18.84 of the Pittsburg Municipal Code, and amending the Zoning Map, for certain multi-family housing and mixed-use development projects, to further housing production consistent with state law, AP-22-0117 (RZ) and voted to adopt Resolution No.10229, recommending City Council approval of adding Article XXI to Chapter 18.84 of Title 18; and

WHEREAS, in order to adopt zoning text amendments, and in accordance with PMC sections 18.16.020 and 18.48.030, the City Council must find that:

1. the amendments are consistent with the objectives, policies, general land uses and programs in the General Plan;

2. the land use regulation is compatible with uses and regulations of the land use district for which it is proposed;

3. there is a community need for the change proposed; and

4. the change will be in conformity with the public convenience, general welfare, and good zoning practice; and

WHEREAS, on or prior to September 8, 2023, in accordance with Government Code section 65091 and Pittsburg Municipal Code (PMC) section 18.14.020, a "Notice of Public Hearing" for the September 18, 2023 public hearing to consider this item was posted at City Hall and on the 'public notices' page of the City's website; was delivered to the Pittsburg Library; was published in the local newspaper (East Contra Costa County Times) as a 1/8 page advertisement; and was mailed via first class mail or electronic mail to interested parties and individuals and organizations that requested such notice, in accordance with PMC sections 18.14.010, and Government Code section 65090 and 65091. The notice was also posted on www.nextdoor.com ("Nextdoor"); and

WHEREAS, on September 18, 2023, the City Council held a duly noticed public hearing on the Planning Commission's recommendation for the City Council to approve the proposed amendment to Title 18; and

WHEREAS, this amendment of the municipal code is exempt from the requirements of the California Environmental Quality Act (CEQA) under the general rule of applicability of the State CEQA Guidelines, section 15061, in that the activity in question consists of zoning text amendments that would not result in a physical impact on the environment.

NOW, THEREFORE, the City Council does ORDAIN as follows:

SECTION 1. Findings.

A. The City Council finds that each fact set forth in the preceding recitals is true and correct and incorporate by reference.

B. Based on the City Council Staff Report dated September 18, 2023, and entitled, "Introduction and Waive First reading of Two Ordinances for Objective Design Standards 2023: Adding Article XXI to Chapter 18.84 of the Pittsburg Municipal Code and Amending the Zoning Map for Certain Multi-family Housing and Mixed-use Development Projects to Further Housing Production Consistent with State Law", and based on all written and oral testimony presented at the meeting, the City Council finds that:

1. All recitals above are true and correct and are incorporated herein by reference.

2. The proposed amendments are consistent with the objectives, policies, general land uses and programs in the General Plan. Most specifically, Land Use Element (LUE) Goal 2-P-2 which directs the City to update the City's Zoning Ordinance and Subdivision Regulations for consistency with the General Plan.

3. The proposed amendments are compatible with uses and regulations of the land use district for which they are proposed, in that the proposed amendments would allow consistency with recently adopted or enacted legislation on Objective Design Standards by the state.

4. There is a community need for the proposed amendments in that they make PMC Title 18 more current to administering land use policies within the City of Pittsburg.

5. The proposed changes would be in conformity with the public convenience, general welfare, and good zoning practice, in that it removes ambiguities to make it clear and easier for both staff and the general public to understand and use as a guide in planning and processing development applications.

SECTION 2. Amendment. PMC Title 18 is hereby amended to add Article XXI to Chapter 18.84 as set forth below:

Article XXI. Objective Design Standards

18.84.980 Purpose.

The purpose of this article is to establish objective design standards, in compliance with state law, that protect and promote public health, safety, welfare and community aesthetics consistent with the goals, objectives and policies in the General Plan. This article establishes an application and review process for residential or mixed-use projects qualifying for ministerial approval under state law that further housing production.

18.84.985 Applicability.

A. Objective design standards shall apply to proposed development as identified in Objective Design Standards 2023.

B. The objective design standards shall be implemented through an overlay of zones.

C. Any applicant for a proposed development may select either to comply with the objective design standards or Title 18, Chapter 18.36.

18.84.990 Application Requirements.

Application requirements are set forth in Objective Design Standards 2023.

18.84.995 Standard of Review.

Proposed development subject to objective design standards and ministerial approval shall be considered in compliance with state law and requirements set forth in Objective Design Standards 2023.

SECTION 3. Approval and Adoption. The City Council hereby approves and adopts Objective Design Standards 2023 attached as, “Exhibit A” to this Ordinance.

SECTION 4. Effective Date. This Ordinance shall be in full force and effect thirty (30) days after its adoption.

SECTION 5. Severability. If any section, subdivision, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions.

SECTION 6. Publication. The ordinance shall be posted and published in accordance with the California Government Code.

The foregoing ordinance was introduced at a regular meeting of the City Council of the City of Pittsburg held on October 2, 2023, and was adopted and ordered published at a meeting of the City Council held on _____, 2023, by the following vote:

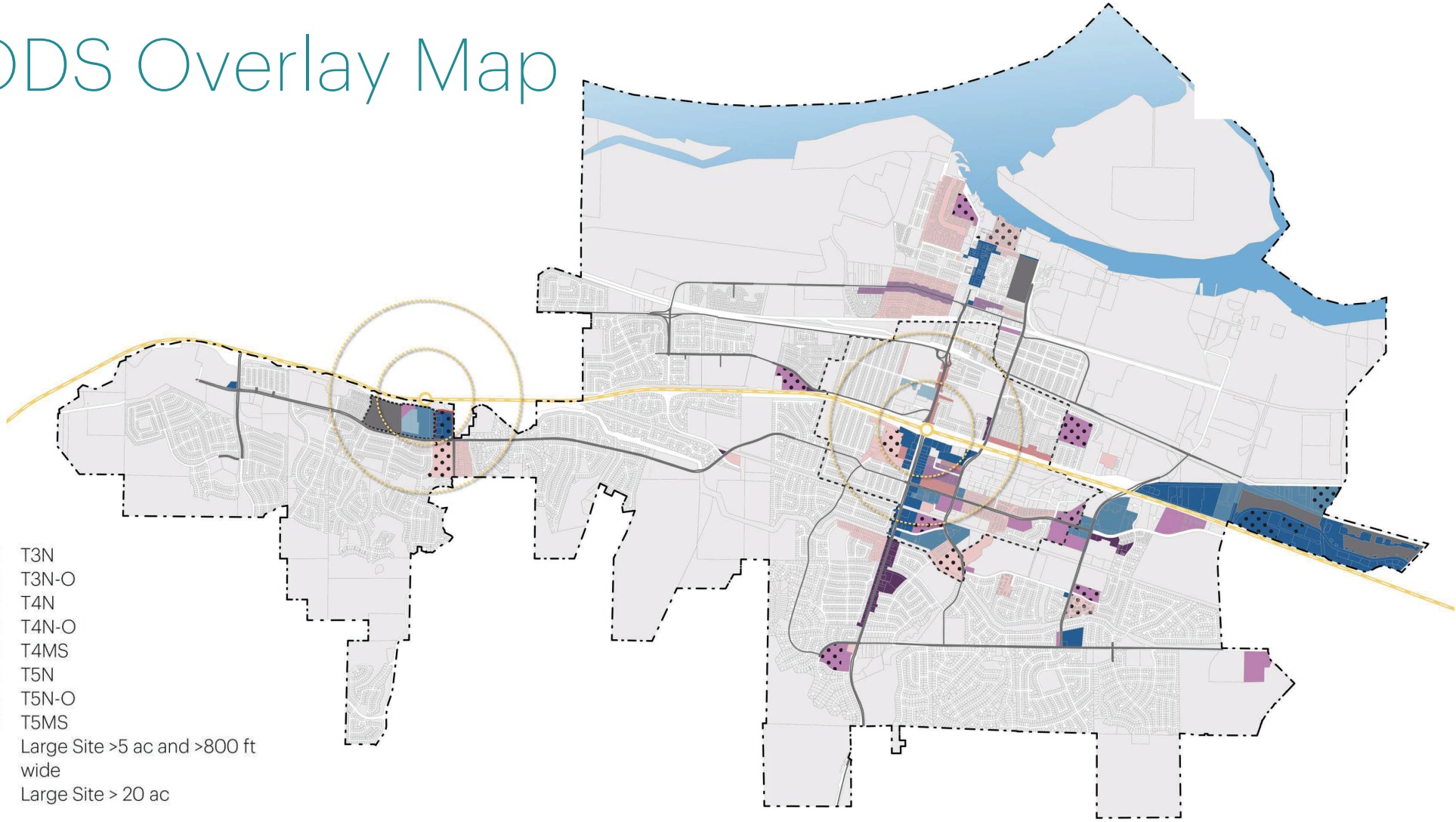
AYES:
NOES:
ABSTAINED:
ABSENT:

_____
Shanelle Scales-Preston, Mayor

ATTEST:

_____
Alice E. Evenson, City Clerk

ODS Overlay Map



Pittsburg Objective Design Standards

Attachment 3



Design Standards Gap Analysis

City of Pittsburg
Objective Design Standards

Task 1 Deliverable
August 2021

PITTSBURG CALIFORNIA

OPTICOS



Introduction

Citywide Context Analysis

As part of the work on developing Objective Design Standards for the City of Pittsburg, the first step involved citywide mapping to document and analyze the existing physical environment. This provides an understanding of the built context, identifies repeating patterns in the built form and existing lots. This analysis is summarized in the form of maps and findings in Section 1 of this document.

Physical Test Fits on Opportunity Sites

The next step was to test out the existing zoning and other development standards on a sampling of sites across the City and across different zones. Ten Opportunity Sites were identified by City staff, and through a process of Lot Testing, each of these sites was studied in terms of its physical characteristics, surrounding uses and context, applicable regulatory standards, and capacity to support a range of building types and uses. This analysis, detailed in Section 2 of this document, helps identify limiting factors to development in the current standards that could be addressed in creating the Objective Design Standards.







SECTION

1

Citywide Context Analysis

Background

Pittsburg is a city with a population of 60,000 in Contra Costa county, located within commuting distance of regional centers such as San Francisco (37 miles), Oakland (29 miles), Sacramento (65 miles) and San Jose (60 miles). Established in the late 1800s as an industrial center along the Suisun Bay, Pittsburg has a rich industrial past and with its deep water channel river port, has played an important role in the development of the San Francisco Bay Area.

Pittsburg has a total area of approximately 20 square miles, out of which about 18 square miles are land. It has a diverse population and is home to a number of large employers and institutions. It shares boundaries with the cities of Concord and Antioch, and the unincorporated community of Baypoint.

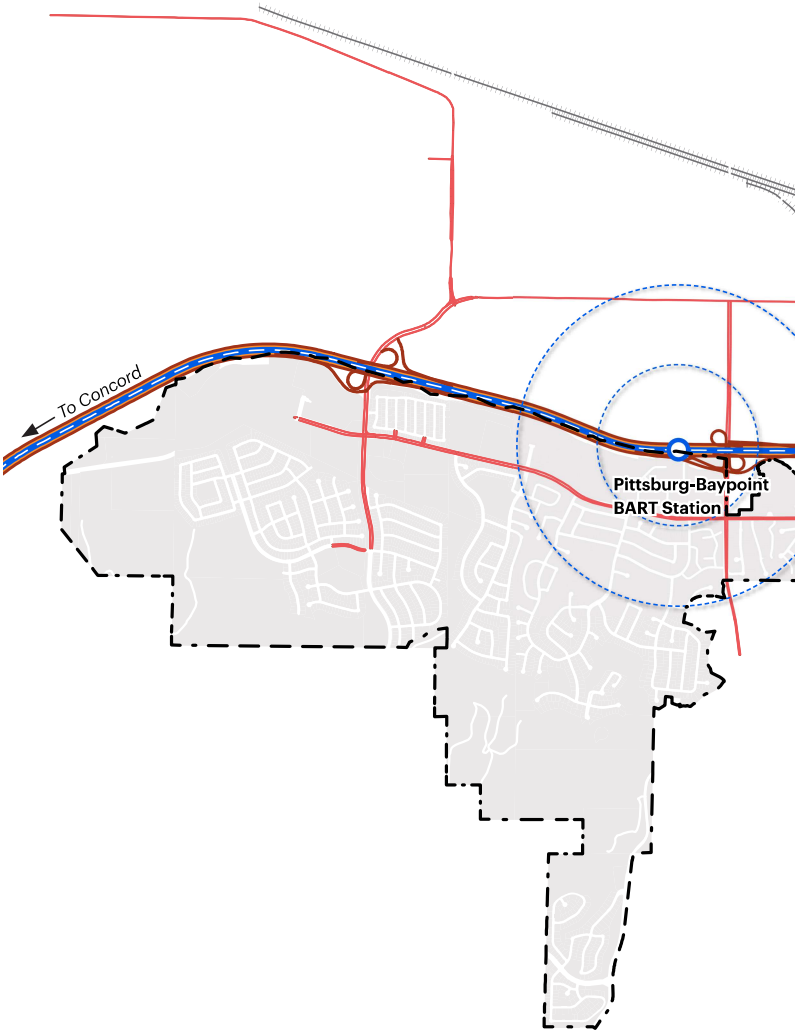




Access + Connectivity

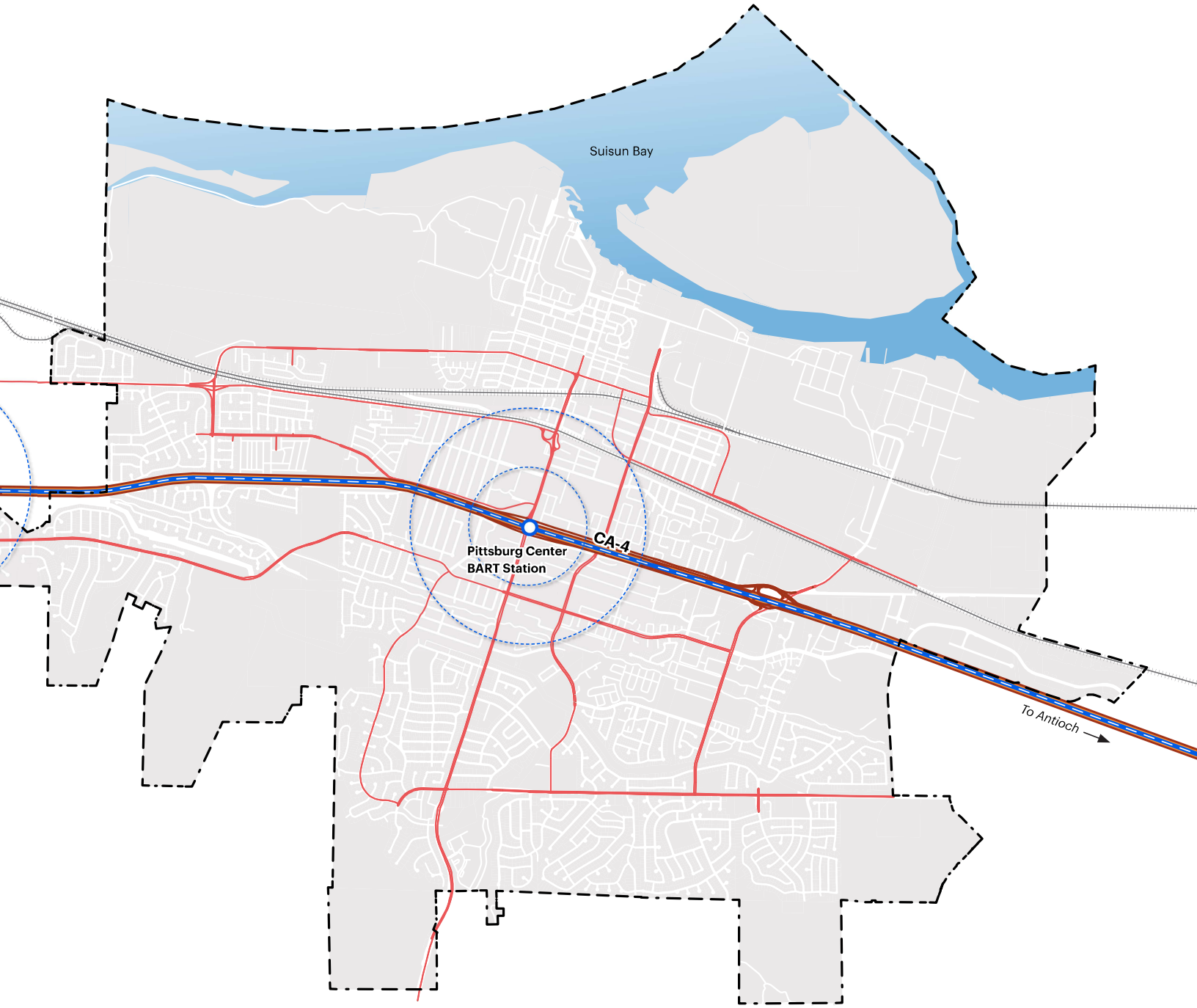
Findings

Pittsburg has good highway and transit access. State Highway 4 (the California Delta Highway) traverses the city in the east-west direction, and the Bay Area Rapid Transit (BART) light rail runs along the same right-of-way. Pittsburg has two BART stations on the Antioch-SFO line, at Pittsburg-Baypoint (at the boundary of the two cities) and at Pittsburg Center, in the heart of downtown Pittsburg at the intersection of CA-4 and Railroad Avenue. Local bus service is managed by Tri-Delta Transit, serving Pittsburg and adjoining cities including Antioch, Brentwood, Baypoint and Oakley.



Implications for Objective Design Standards

- In keeping with its General Plan goals, Pittsburg is prioritizing walkability and reduced dependence on driving. Future development in Pittsburg will be thus guided to a large extent by area plans that the City has adopted, several of which are focused at transit stations, such as the Railroad Avenue Specific Plan.
- Intensification of development will be more feasible in parts of the city with good access, in particular transit access. Active transportation will also be an important consideration.



Key

- BART Station
- BART Rail Line
- 5-10 Minute Walkshed
- Highway
- Major Arterial
- California Rail

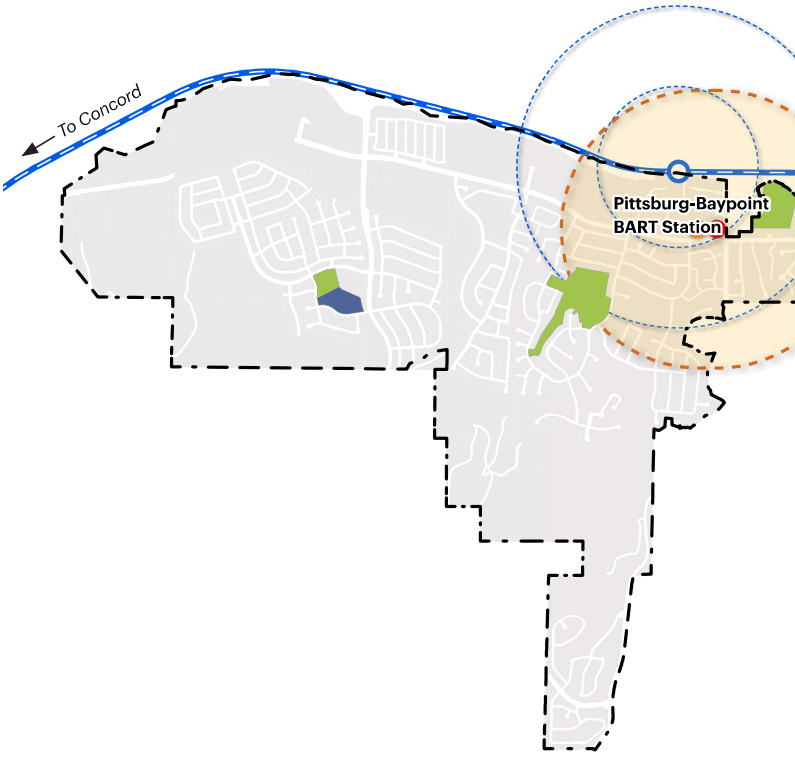
Community Destinations

Findings

Mapping popular destinations such as parks, schools, retail centers, employment hubs and other community and civic destinations helps to determine the level of access to services and amenities across the city; and this in turn helps to determine areas that can support greater intensification and/or transformation, say from a residential enclave to a mixed-use neighborhood.

Implications for Objective Design Standards

- Access to amenities and services will be an important consideration in delineating areas for potential intensification and/or transformation when developing Objective Design Standards. In promoting walkability, areas with the greatest intensity of uses should be located near popular community destinations.
- Proximity to retail and employment hubs, as well as to schools and open spaces, will guide the intensity and mix of uses in future nodes and corridors.





Key

- BART Station
- BART Rail Line
- 5-10 Minute Transit Walkshed
- 10 Minute Walkshed (Around Nodes)
- Civic Institution
- Religious Institution
- School
- Park/ Trail/ Open Space
- Retail Node
- Employment Node
- Marina

Existing Zoning

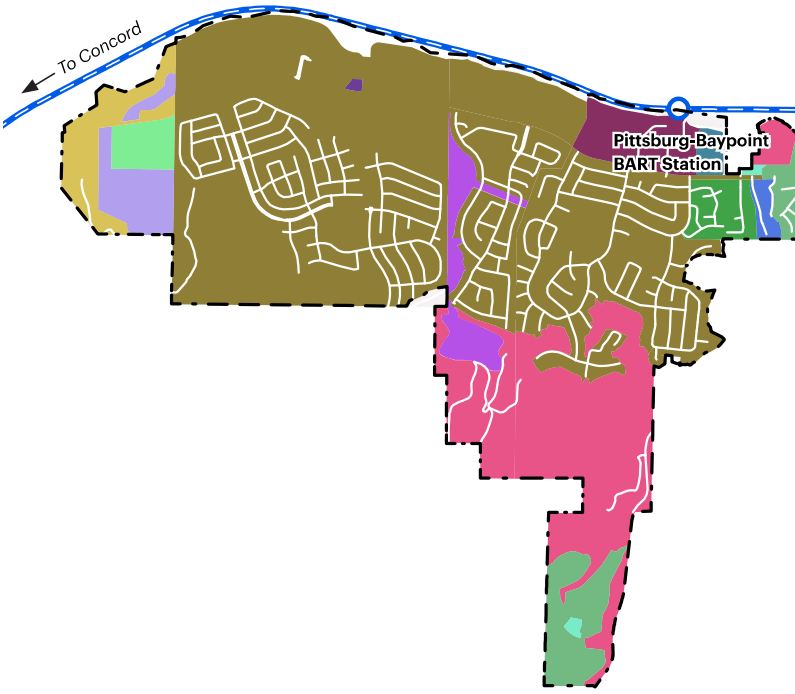
Findings

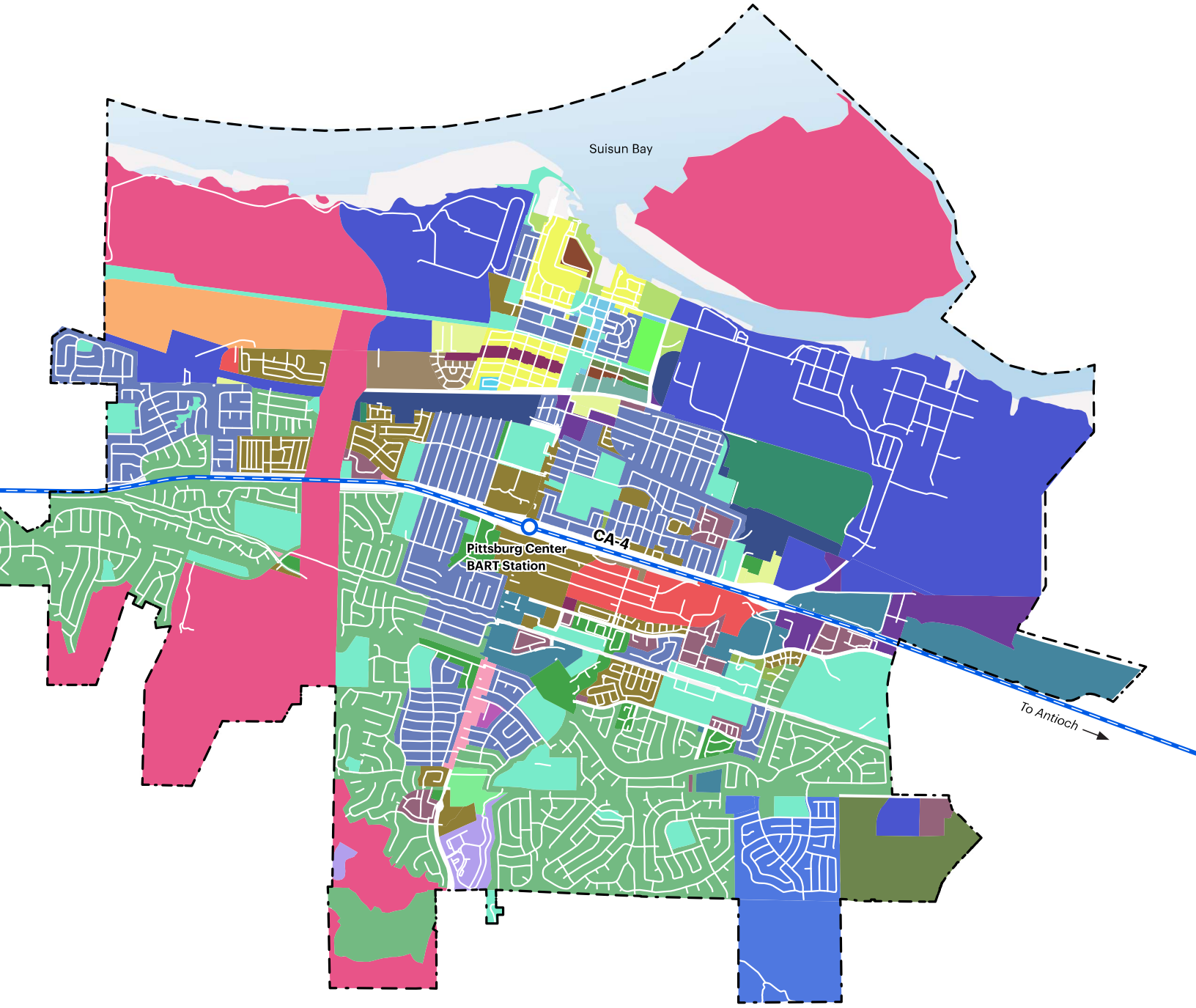
The Zoning Map for Pittsburg provides the regulatory framework for development within the City. Pittsburg has a number of residential, commercial and mixed-use zones that would be considered for crafting the citywide Objective Design Standards. Several of these zones were analyzed when carrying out Lot Testing on the selected Opportunity Sites.

Implications for Objective Design Standards

- Zones will be analyzed to identify limiting factors, and zone standards will be adjusted to be objective and non-conflicting.
- Zone standards will also be updated to reflect market conditions, the desired degree of change in different parts of the study area, and to meet the City's other development and housing goals.
- The zones where Objective Design Standards would apply could be determined by looking at existing zone standards to see which are most supportive of multifamily and mixed-use development; as well as potential intensification. Based on preliminary analysis, these zones are listed below, highlighted in blue. Ones with a question mark need discussion with City staff.

Residential Zones:
RH, RH-D, RM, RM-D, RM-O, RMD-O, RS-5(?)
Commercial Zones:
CC, CP, CN(?), CW(?), SC(?)
Mixed Use Zone:
M
Other Zones:
GQ(?), PD (RASP, PBSP)





Key

- BART Station
- BART Rail Line
- 5-10 Minute Walkshed
- CC
- CN
- CO
- CO-O
- CP
- CS
- CS-D
- CS-O
- CW
- GQ
- HPD
- IG
- IG-O
- IL
- IL-O
- IP
- IP-O
- M
- OS
- OS District
- OS-O
- PD
- RH
- RH-D
- RM
- RM-D
- RM-O
- RMD-O
- RS-10
- RS-4
- RS-5
- RS-6
- RS6-O

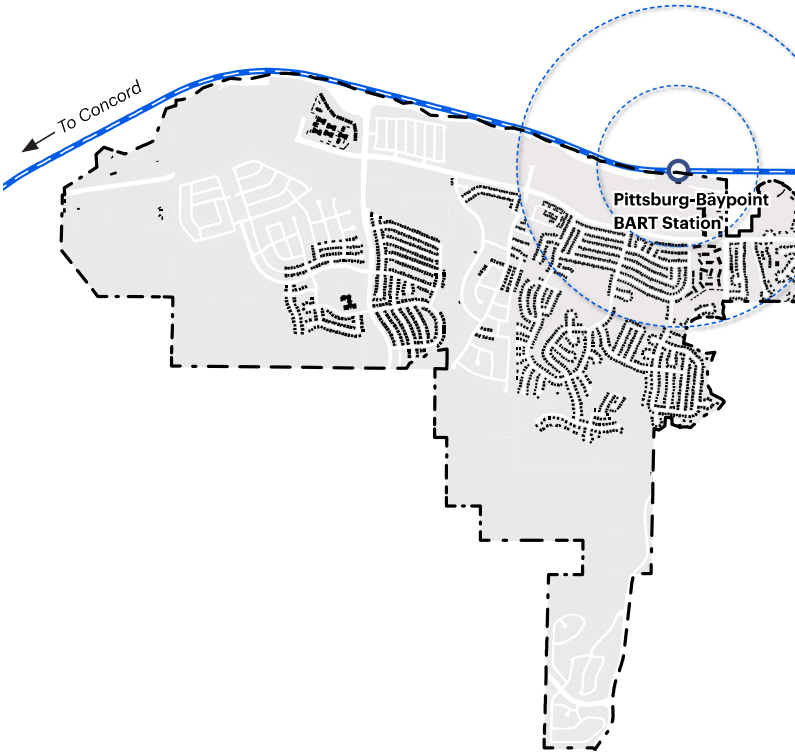
Existing Built Form

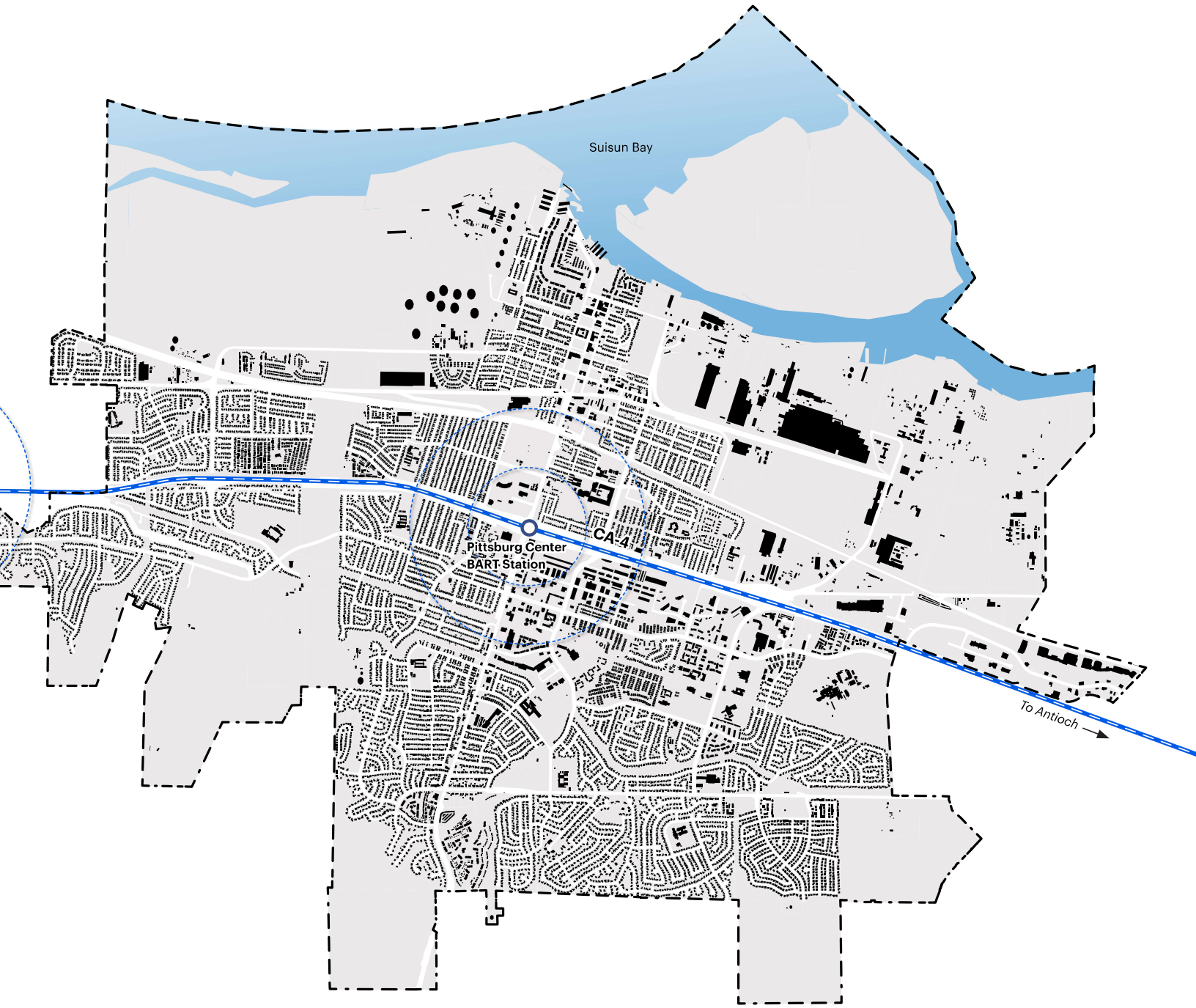
Findings

The map on the facing page shows existing building footprints within the study area. Two clear patterns emerge: of "house-form" and "block-form" buildings. The former refers to detached, smaller buildings at the scale of a house. House-form environments are typically lower-intensity and often predominantly residential in character. Block-form buildings refer to attached buildings, with small to no setbacks, typically framing the entire perimeter of a city block, or most of one. Block-form environments are typically seen in areas with a higher intensity of uses and development, such as downtowns. These environments are also typically more mixed-use in character.

Implications for Objective Design Standards

- Intensity of future development should complement the scale and form of existing buildings, unless intensification is desired.
- In areas where built form is likely to intensify, it will be important to consider appropriate transitions in scale and form to adjacent house-form environments such as residential neighborhoods.





Key

- BART Station
- BART Railway
- 5-10 Minute Walkshed
- Building Footprint



Typical block-form building



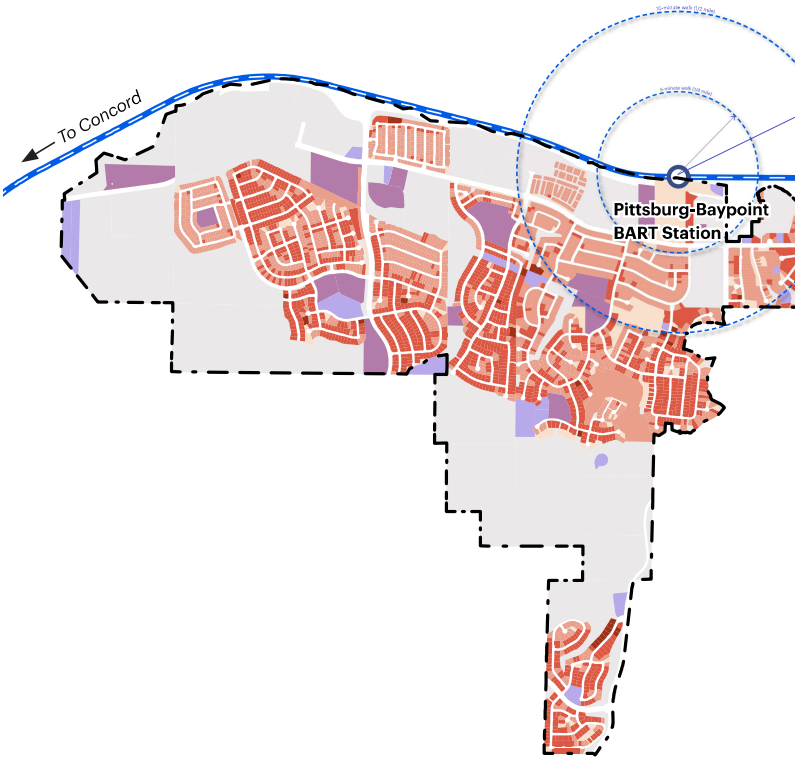
Typical house-form buildings

Lot Characteristics

Findings

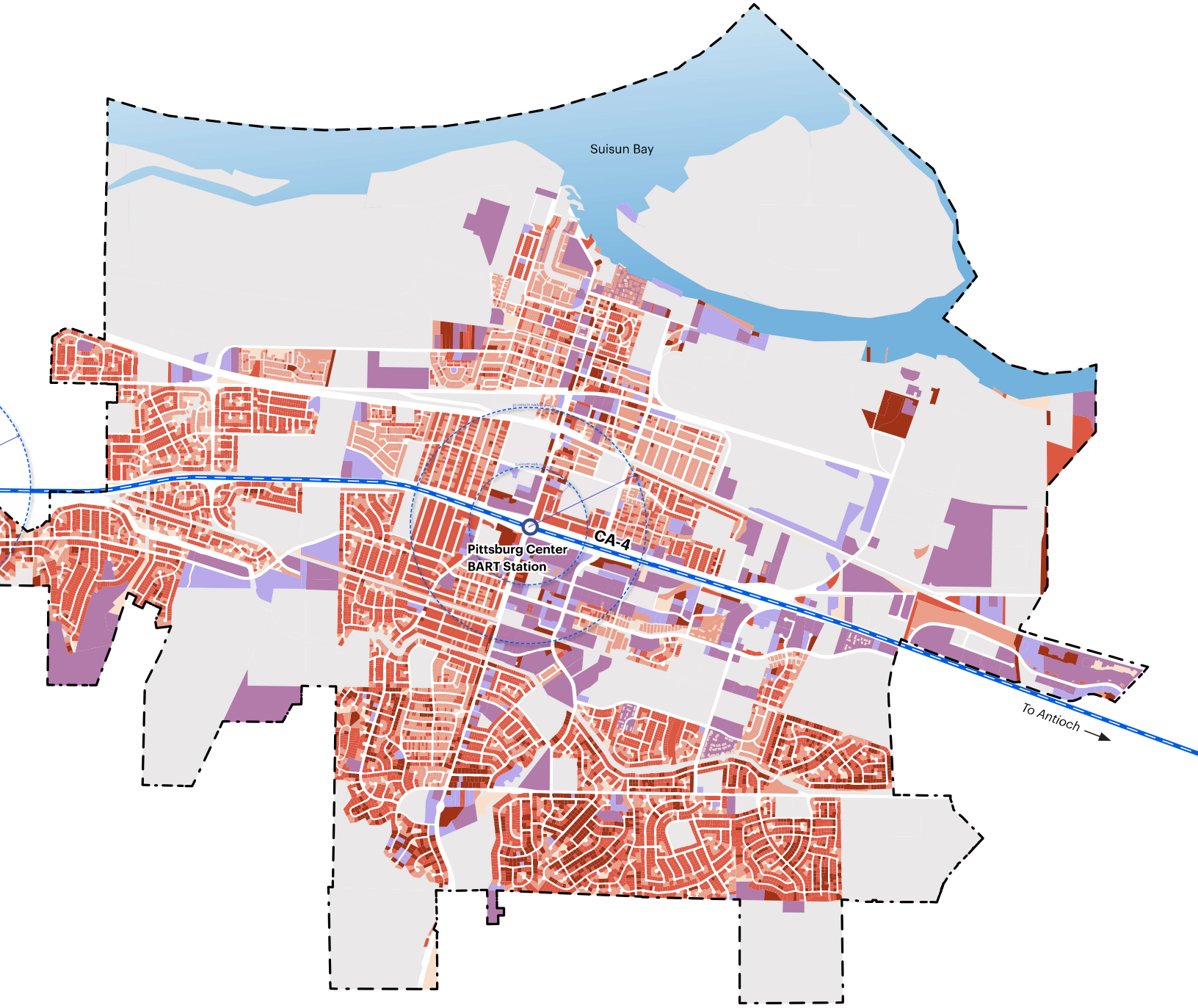
This map shows the ranges of lot width for existing lots in the study area. Note that the analysis ignores lots that are outliers in size, as well as lots that are very irregular in shape. Also note that while lot depth is also an important condition to analyze, lot width is typically a more critical dimension in determining the range of building types that can fit on a given parcel.

The majority of lots within the study area fall within the lot width range of 25' to 75'.



Implications for Objective Design Standards

- Lot width and lot depth will determine the palette of building types that can be accommodated, as well as potential parking strategies.
- Lot size will also determine the degree of potential transformation, given that in the current real estate market, mixed-use development is challenging on small lots, as is structured parking. For efficiency, a solution often used by developers is lot consolidation to create larger parcels. Since this can have unexpected results, it is an important element to address in the Objective Design Standards.



Key

- BART Station
- BART Rail Line
- 5-10 Minute Walkshed
- Lot Width 0-24 ft
- Lot Width 25-49 ft
- Lot Width 50-74 ft
- Lot Width 75-99 ft
- Lot Width 100-149 ft
- Lot Width 150-299 ft





SECTION

2

Lot Testing of Opportunity Sites

Overview and Approach

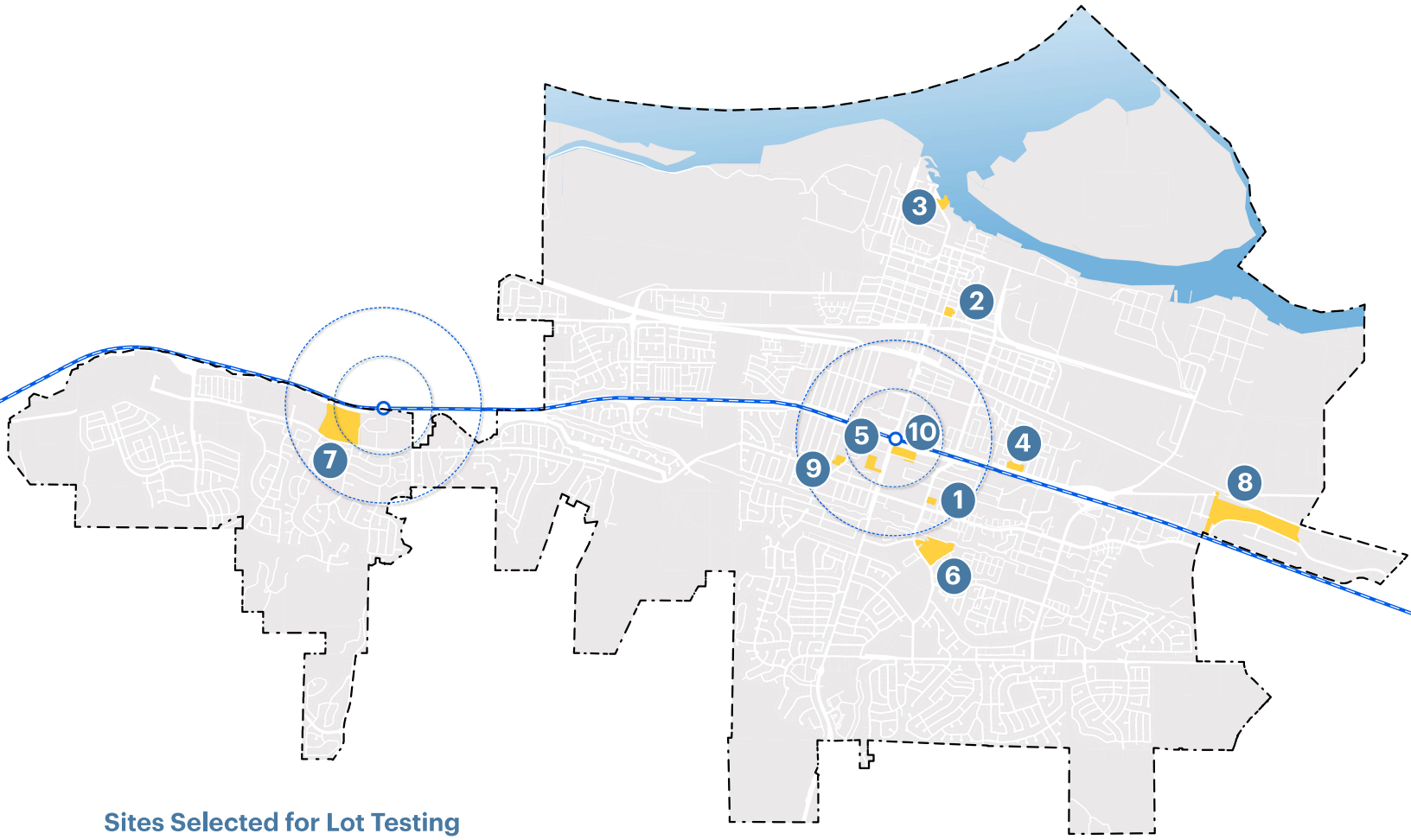
Lot Testing: Purpose and Method

Lot testing is a critical step to testing out existing development standards to reveal existing inconsistencies and highlight factors limiting development. For Pittsburg, lot testing was carried out on 10 sites selected by the City. These sites were selected on the basis of the following criteria:

- The selected lots had to be fairly typical of the existing lots in that area in terms of lot dimensions and proportion (some lots could not be outliers in terms of size but not all).
- Selected lots should be in parts of the City where a change in land use and/or intensity of development is anticipated, and politically viable.
- Lots were selected from a variety of existing residential and mixed-use zones to ensure that development standards were being tested for a variety of conditions.

Lot testing included reviewing existing zoning standards and determing the maximium developable envelope (for most lots), shown as a simple massing model. The next step involved developing a hypothetical project on that lot following the applicable development standards. Out of several possible determinants of the maximum built envelope such as density, maximum height and FAR, density was taken to be a "given". In other words, the hypothetical program attempted to achieve the maximum density allowed for that lot, and the resultant massing helped reveal development standards that could not be met, or were in conflict. In this way, the conceptual massing and program helped to determine the key factors limiting developing the lot to its full capacity.

The selected lots are shown on the map on the facing page, and the analysis for each is described in the following pages.



Sites Selected for Lot Testing

1. 2301 Harbor Street
2. 925 Cumberland Street
3. Marina Boulevard/ Cutting Avenue - Note this was not tested, more information needed
4. 680 California Avenue
5. 2156 Railroad Avenue
6. Harbor Street
7. 1700 West Leland Road
8. 4401 Century Boulevard
9. 2188 Crestview Drive
10. 2101 Railroad Avenue

01 2301 Harbor Street

APN 088-650-061





View from Harbor Street looking south

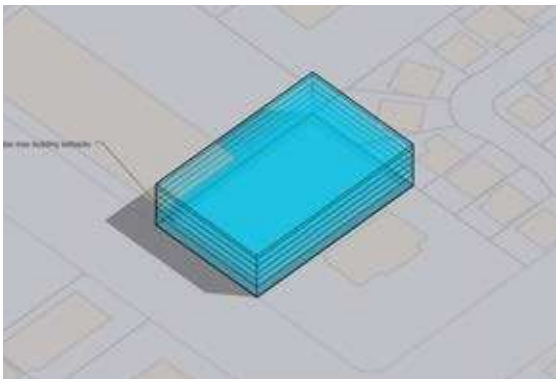

View from Harbor Street looking north

Lot Information	
Site Area	0.76 ac
Zoning	PD/ Railroad Avenue SP CC (Community Commercial)
GP Designation	Community Commercial
Existing Condition	Vacant

Development Standards		
Characteristics	**Development Standards**	
Lot Width	50'	min.
Lot Area	5,000	sf min.
Setback, Front	0 to 15'	min.
Setback, Corner/Side Street	0 to 10'	min.
Setback, Side	0 to 10'	min.
Setback, Rear	0 to 10'	min.
Height	60'	max.
Site Landscaping	10	% min.
Open Space	--	sf/unit
Storage	--	sf/unit
Density (min. lot area/unit)	1,800	sf/unit
FAR	0.50 to 0.75	max.
Lot Coverage	50	% max.

Parking Standards		
Multifamily Residential		
Residential	1.0 to 1.5	space/unit
Guest Parking	--	space/unit
Non-Residential		
Commercial	1.0	space/333 sf







Option Summary		
Number of Units	18	units
Resultant Density	33	du/ac
Resultant FAR	0.64	--
Commercial Area	2,250	sf
Residential Area	19,000	sf
Commercial Parking Req.	7	spaces
Residential Parking Req.	19	spaces
Total Parking Provided	30	spaces

Key

- Max Zoning Envelope
- Residential
- Commercial
- Site Landscaping

This option tests a mixed-use building along Harbor Street, with surface parking behind the building. Ground floor residential uses are set back from the front property line.

Observations

- Difficult to develop to maximum allowed height given the base maximum Floor Area Ratio (FAR) and maximum allowed density.
- Maximum allowed FAR limits parking approach and intensity.
- Per bullet point 3 under Development Intensity Range Requirements (page 92 of Railroad Avenue Specific Plan), allowed FAR may be increased to 0.75 maximum. Residential area is then allowed to be up to 24,895 sf. The outcome would be larger units and an additional floor of residential use.
- The lot test suggests the potential for higher density than currently allowed by the zone.

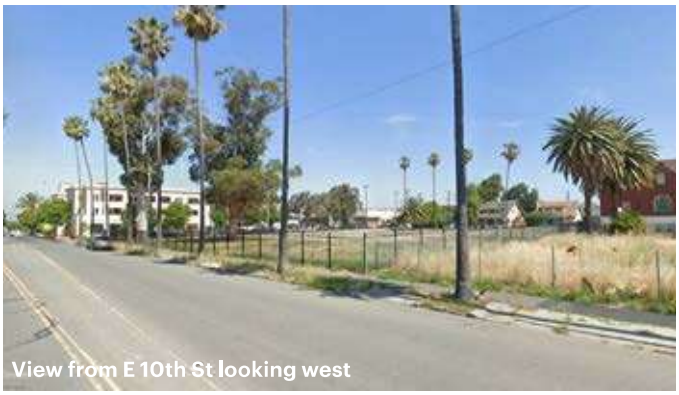
What are the key limiting factors?

1. **Maximum Density**
2. **Maximum FAR**

02 925 Cumberland Street

APN 085-196-004



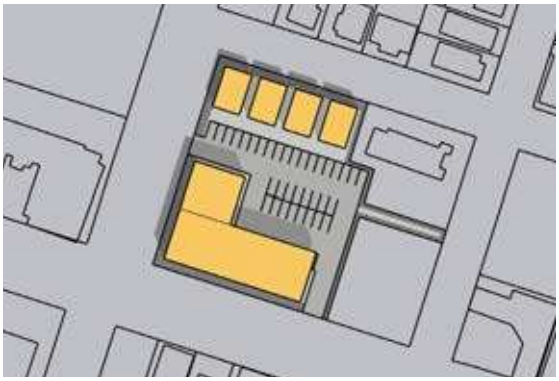

View from E 10th St looking west

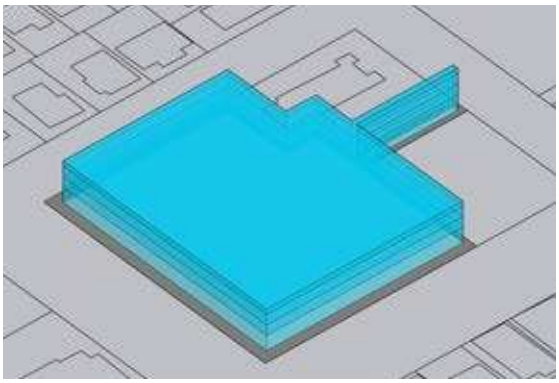

View from Cumberland St & E 9th St looking east

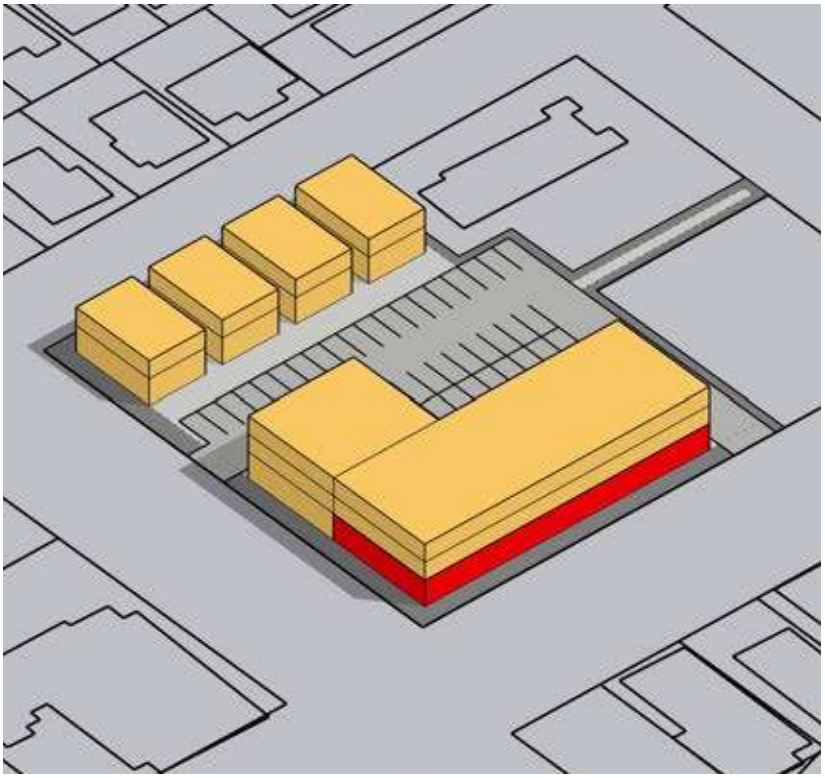
Lot Information	
Site Area	1.16 ac
Zoning	RH-D (Residential High Density)
GP Designation	Downtown Medium Density
Existing Condition	Vacant

Development Standards		
Characteristics	**Development Standards**	
Lot Width	100'	min.
Lot Area	30,000	sf min.
Setback, Front	10'	min.
Setback, Corner/Side Street	10'	min.
Setback, Side	5'	min.
Setback, Rear	5'	min.
Height	40'	max.
Site Landscaping	20	% min.
Open Space	60	sf/unit
Storage	200	sf/unit
Density (min. lot area/unit)	1,500	sf/unit
Residential FAR	--	--
Commercial FAR	0.75	max.
Lot Coverage	80	% max.

Parking Standards		
Multifamily Residential		
Residential (up to 1 bedroom)	2.0	spaces/unit min., 1 must be covered
Residential (2 bedroom)	2.5	spaces/unit min., 1 must be covered
Guest Parking	--	space/unit
Non-Residential		
Commercial	1.0	space/500 sf







Option Summary		
Number of Units	33	units
Resultant Density	28.9	du/ac
Resultant FAR	0.99	--
Commercial Area	7,716	sf
Residential Area	42,188	sf
Commercial Parking Req.	15	spaces
Residential Parking Req.	74	spaces
Total Parking Provided	45	spaces

Key

- Max Zoning Envelope
- Residential
- Commercial
- Site Landscaping (Not Shown)

This option tests a mixed-use building facing E 10th Street. Missing Middle Housing types are used to transition to the residential neighborhood edge. Tuck under and surface parking are internal to the lot.

Observations

- Covered parking requirement constrains parking approach (e.g. requiring canopy structure or podium buildings).
- Parking standards are high, limiting development.
- Maximum density is achievable on the site if maximum FAR is exceeded and parking requirement lowered.
- Massing is unable to meet maximum allowed height, which suggests potential for higher density than currently allowed.

What are the limiting factors?

1. **Parking Standards**
2. **Maximum FAR**
3. **Maximum Density**

NOTE: THIS SITE WAS NOT TESTED. CONFIRMATION OF SITE REQUESTED.

03 Marina Blvd / Cutting Ave

APN 085-071-046 & 085-071-038

Lot Information	
Site Area	1.40 ac
Zoning	CW (Commercial Waterfront)
GP Designation	Marine Commercial
Existing Condition	

Development Standards	
Characteristics	**Development Standards**
Lot Width	min.
Lot Area	sf min.
Setback, Front	min.
Setback, Corner/Side Street	min.
Setback, Side	min.
Setback, Rear	min.
Height	max.
Site Landscaping	% min.
Open Space	sf/unit
Storage	sf/unit
Density (min. lot area/unit)	sf/unit
FAR	--
Lot Coverage	% max.

Parking Standards	
Multifamily Residential	
Residential (up to 1 bedroom)	spaces/unit min., 1 must be covered
Residential (2 bedroom)	spaces/unit min., 1 must be covered
Guest Parking	space/unit
Non-Residential	
Commercial	space/500 sf

NOTE: THIS SITE WAS NOT TESTED. CONFIRMATION OF SITE REQUESTED.

Option Summary	
Number of Units	units
Resultant Density	du/ac
Resultant FAR	--
Commercial Area	sf
Residential Area	sf
Commercial Parking Req.	spaces
Residential Parking Req.	spaces
Total Parking Provided	spaces

What are the limiting factors?

04 680 California Ave

APN 073-140-019 & 073-281-052




View from California Avenue looking west

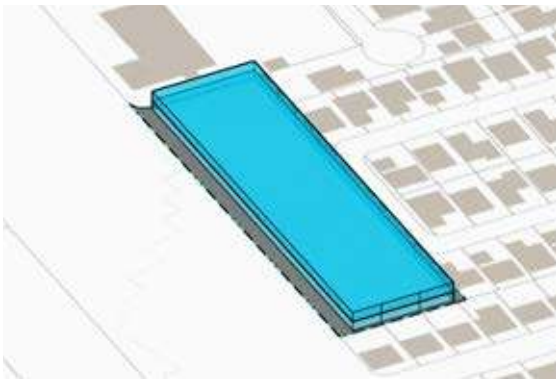

View from California Avenue looking east

Lot Information	
Site Area	2.24 ac
Zoning	RS-5 (Residential Single Family 5,000 sf min. lot area)
GP Designation	Low Density Residential
Existing Condition	Vacant

Development Standards		
Characteristics	**Development Standards**	
Lot Width	50'	min.
Lot Area	5,000	sf min.
Setback, Front	20'	min.
Setback, Corner/Side Street	10'	min.
Setback, Side	5'	min.
Setback, Rear	15'	min.
Height	28'	max.
Site Landscaping	15	% min.
Open Space	--	sf/unit
Storage	--	sf/unit
Density (min. lot area/unit)	5,000	sf/unit
Residential FAR	--	--
Commercial FAR	0.5	max.
Lot Coverage	50	% max.

Parking Standards		
Multifamily Residential		
Residential (2 bedroom)	2.5	spaces/unit min., 1 must be covered
Residential (3 bedroom)	3.0	spaces/unit min., 1 must be covered
Residential (4 bedroom)	3.5	spaces/unit min., 1 must be covered
Guest Parking	--	space/unit
Non-Residential		
Commercial	1.0	space/250 sf







Option Summary		
Number of Units	21	units
Resultant Density	9.4	du/ac
Resultant FAR	0.70	--
Commercial Area	3,000	sf
Residential Area	65,040	sf
Commercial Parking Req.	12	spaces
Residential Parking Req.	67	spaces
Total Parking Provided	54	spaces

Key

- Max Zoning Envelope
- Residential
- Commercial
- Site Landscaping (Not Shown)

This option tests tuck-under townhouse buildings along California Avenue and single family homes that continue the street network of the residential neighborhood north of the property.

Observations

- While exceptions were made to reach the maximum allowed density (see below), maximum density is not achievable as proposed.
- Parking requirements are high, limiting development.
- Exceptions include: reduced front and site setbacks for townhouses, eliminating the rear setback to accommodate tuck-under parking, additional height allowed for the townhouses, and allowing for small commercial live-work at the corner as a transition to the adjacent lot.

What are the limiting factors?

1. **Parking Standards**
2. **Maximum Height**
3. **Minimum Setbacks**

05 2156 Railroad Ave

APN 087-030-067



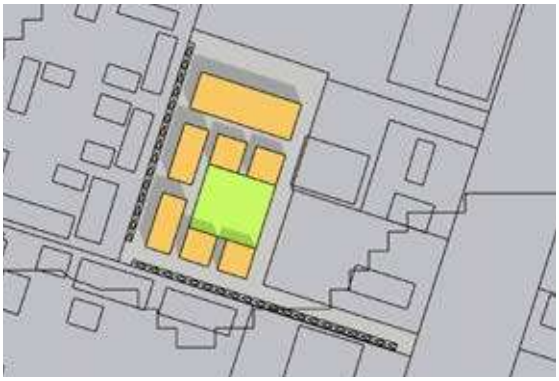

View from alley looking north

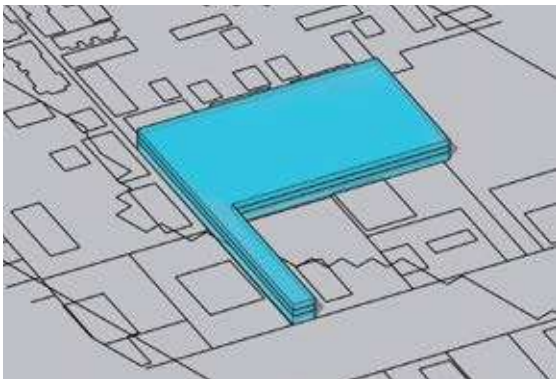

View from alley looking south

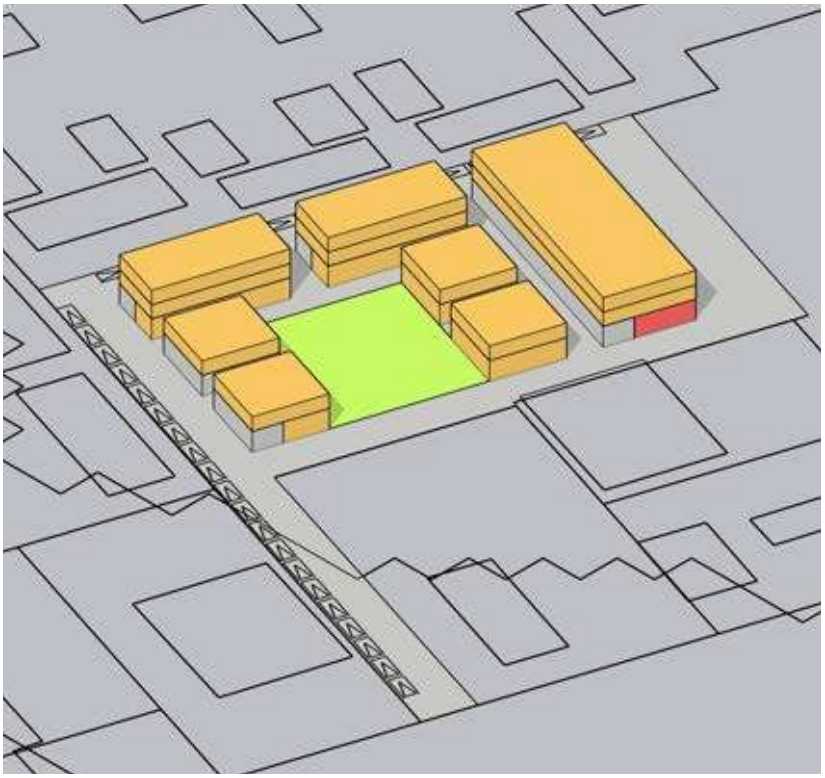
Lot Information	
Site Area	2.20 ac
Zoning	PD/ Railroad Avenue SP TOD-M
GP Designation	Mixed Use
Existing Condition	Vacant

Development Standards		
Characteristics	**Development Standards**	
Lot Width	--	min.
Lot Area	--	sf min.
Setback, Front	0	min.
Setback, Corner/Side Street	0	min.
Setback, Side	7.5'	min.
Setback, Rear	10'	min.
Height	25' to 40'	--
Stories	2	min.
Site Landscaping	10	% min.
Open Space	--	sf/unit
Storage	--	sf/unit
Density	15 to 30	du/ac
Residential FAR	--	--
Commercial FAR	1.0	max.
Lot Coverage	--	% max.

Parking Standards		
Multifamily Residential		
Residential	1.0 to 1.5	spaces/unit
Guest Parking	--	space/unit
Non-Residential		
Commercial	1.0	space/333 sf







Option Summary		
Number of Units	65	units
Resultant Density	29.5	du/ac
Resultant FAR	0.65	--
Commercial Area	2,000	sf
Residential Area	59,832	sf
Commercial Parking Req.	6	spaces
Residential Parking Req.	61	spaces
Total Parking Provided	77	spaces

Key

- Max Zoning Envelope
- Residential
- Commercial
- Site Landscaping

This option tests a mixed-use building fronting the existing adjacent parking lot to the north. Behind it is upper Missing Middle Housing types oriented around a shared courtyard, with tuck-under and surface parking.

Observations

- Maximum density is achievable.
- The courtyard is used to meet the site landscaping requirement, considering the odd flag shape of the lot and its location internal to the block. In lieu of open space requirements, more attention may be warranted to control placement of site landscaping standards.
- Rear and side setbacks per adjacency to RM zone.
- Massing is unable to meet maximum height, which suggests potential for higher density than allowed.

What are the limiting factors?

1. **Maximum Density**

06 Harbor Street

APN 088-300-001, 088-300-016, 088-300-017, & 088-300-020





View from Harbor Street looking north



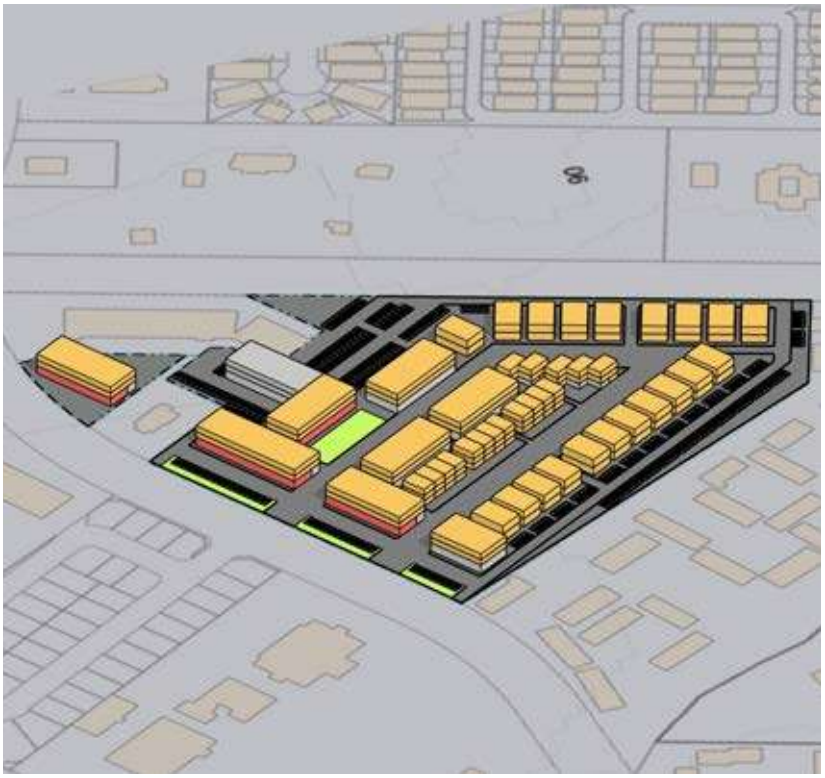
View from Harbor Street looking east

Lot Information	
Site Area	2.80 ac
Zoning	CC + GQ
GP Designation	Marine Commercial
Existing Condition	Partially developed

Development Standards		
Characteristics	**Development Standards**	
Lot Width	30'	min.
Lot Area	4,000	sf min.
Setback, Front	15'	min.
Setback, Corner/Side Street	15'	min.
Setback, Side	7.5'	min.
Setback, Rear	10'	min.
Height	45'	max.
Site Landscaping	20	% min.
Private Open Space	60	sf/unit
Storage	200	sf/unit
Density (min. lot area/unit)	1,800	sf/unit
Residential FAR	0.75 to 1.0	max.
Commercial FAR	0.75	max.
Lot Coverage	60	% max.

Parking Standards		
Multifamily Residential		
Residential (up to 1 bedroom)	2.0	spaces/unit min., 1 must be covered
Residential (2 bedroom)	2.5	spaces/unit min., 1 must be covered
Residential (3 bedroom)	3.0	spaces/unit min., 1 must be covered
Guest Parking	--	space/unit
Non-Residential		
Commercial	1.0	space/250 sf





Option Summary		
Number of Units	206	units
Resultant Density	17.1	du/ac
Resultant FAR	0.56	--
Commercial Area	33,480	sf
Residential Area	262,563	sf
Commercial Parking Req.	134	spaces
Residential Parking Req.	475	spaces
Total Parking Provided	502	spaces

Key

- Residential
- Commercial
- Site Landscaping

This option tests block scale apartment and mixed-use buildings. Townhouses and fourplexes diversify the housing options for the neighborhood.

Observations

- As shown, maximum density is not achieved. However the maximum height allowed is 45' and a fourth floor can be added to block scale buildings to reach maximum density.
- Residential parking standards influence more intense parking approaches, such as podium buildings with ground floor parking and stand-alone parking structures.
- Considering the site's mix of zoning, **more direction for the desired outcome of the site** could help refine this option.
- RH zoning standards have been used for aparments and condominiums, with exceptions for setbacks to accommodate building types.

What are the limiting factors?

1. **Parking Standards**
2. **Minimum Setbacks**

07 1700 W Leland Rd

APN 093-130-049




View from W Leland Rd. & Southwood Dr. looking north


View from W Leland Rd. & Woodhill Dr. looking north

Lot Information	
Site Area	23.4 ac
Zoning	M (Mixed Use) Pittsburg-Baypoint SP (RM-D)
GP Designation	Mixed Use/ Medium Density Residential Land Use
Existing Condition	Vacant

Development Standards		
Characteristics	**Development Standards**	
Lot Width	--	min.
Lot Area	--	sf min.
Setback, Front	0 to 15'	min.
Setback, Corner/Side Street	0 to 15'	min.
Setback, Side	0 to 5'	min.
Setback, Rear	5'/15'	min. (alley/no alley)
Height	--	max.
Stories	2 to 4	
Site Landscaping	10	% min.
Open Space	--	sf/unit
Storage	--	sf/unit
Density	20 to 49	du/ac
FAR	--	--
Lot Coverage	--	% max.

Parking Standards		
Multifamily Residential		
Residential	2.0	spaces/unit max.
Residential	1.0	space/1,000 sf recreational space
Guest Parking	--	space/unit
Non-Residential		
Commercial (up to 50,000 sf)	1.0	space/250 sf
Commercial (over 50,000 sf)	1.0	space/350 sf





Option Summary		
Number of Units	1,147	units
Resultant Density	49	du/ac
Resultant FAR	1.26	--
Commercial Area	66,721	sf
Residential Area	1,213,125	sf
Commercial Parking Req.	248	spaces
Residential Parking Req.	2,514	spaces
Total Parking Provided	1,083	spaces

Key

- Residential (Apartments | Townhouses)
- Commercial
- Site Landscaping

This option tests block scale apartment and mixed-use podium buildings. Townhouses help transition the massing to single-family neighborhoods on the west edge of the property.

Observations

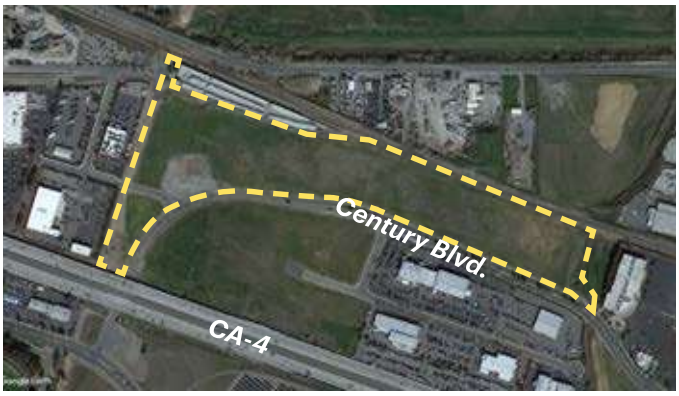
- Maximum density isn't achievable, without more a more intensive parking approach.
- Residential parking requirements limit further development.
- Considering site's mix of zoning, **more direction for the desired outcome of the site** could help refine this option.

What are the limiting factors?

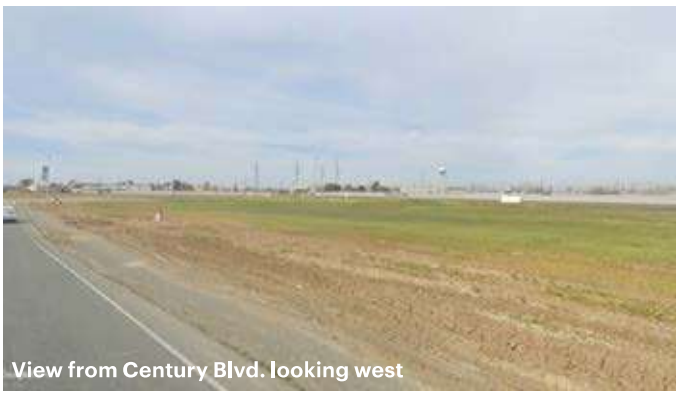
1. **Parking Standards**

08 4401 Century Blvd

APN 074-090-005 & 074-090-019



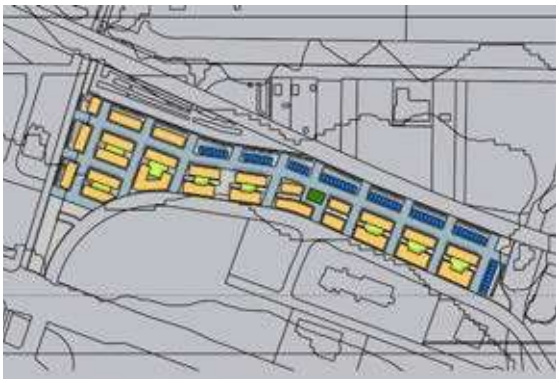

View from Century Blvd. looking northwest

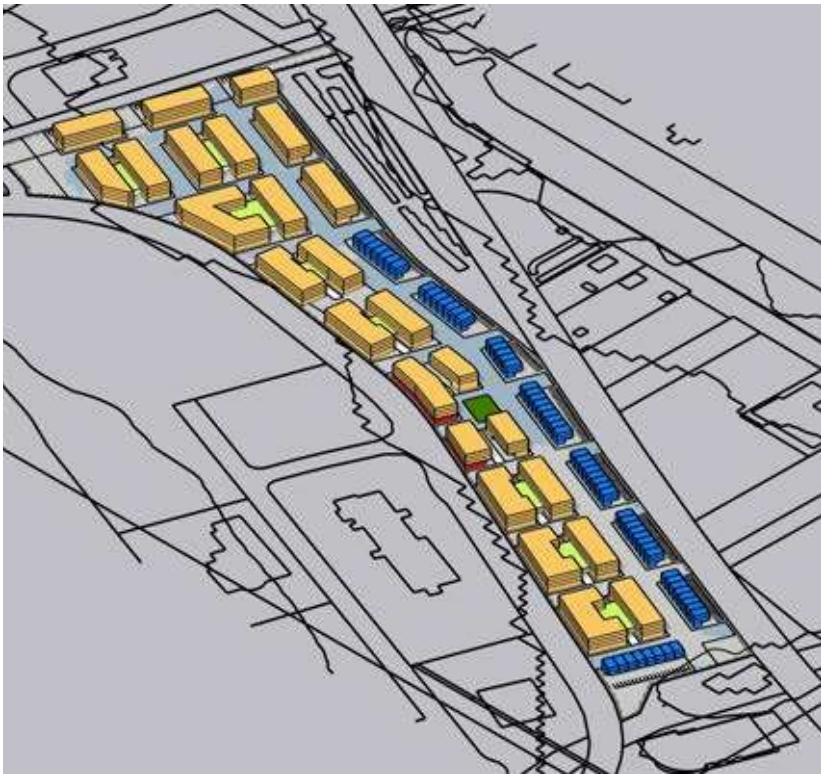

View from Century Blvd. looking west

Lot Information	
Site Area	26.3 ac
Zoning	SC (Service Commercial)
GP Designation	Regional Commercial
Existing Condition	Vacant

Development Standards	
Characteristics	**Development Standards**
Lot Width	70' min.
Lot Area	5,000 sf min.
Setback, Front	10' min.
Setback, Corner/Side Street	10' min.
Setback, Side	10' min.
Setback, Rear	10' min.
Height	50' max.
Site Landscaping	7 % min.
Open Space	60 sf/unit
Storage	200 sf/unit
Density (min. lot area/unit)	1,800 sf/unit
FAR	0.5 max.
Lot Coverage	60 % max.

Parking Standards	
Multifamily Residential	
Residential (up to 1 bedroom)	2.0 spaces/unit min., 1 must be covered
Residential (2 bedroom)	2.5 spaces/unit min., 1 must be covered
Guest Parking	-- space/unit
Non-Residential	
Commercial	1.0 space/500 sf





Option Summary		
Number of Units	636	units
Resultant Density	24.2	du/ac
Resultant FAR	0.53	--
Commercial Area	17,965	sf
Residential Area	587,500	sf
Commercial Parking Req.	36	spaces
Residential Parking Req.	1,531	spaces
Total Parking Provided	785	spaces

Key

- Residential (Apartments | Townhouses)
- Commercial
- Site Landscaping

This option tests block scale apartment podium buildings with townhouses along the north and east edges of the property.

Observations

- Maximum density isn't achievable.
- Residential parking requirements limit further development.
- Due to the size and context, **more direction for the desired outcome of the site**, as well as information for potential development just south of the site would help refine this option.

What are the limiting factors?

1. **Parking Standards**

09 2188 Crestview Dr

APN 087-030-018 & 087-205-024





View from Crestview Drive looking west

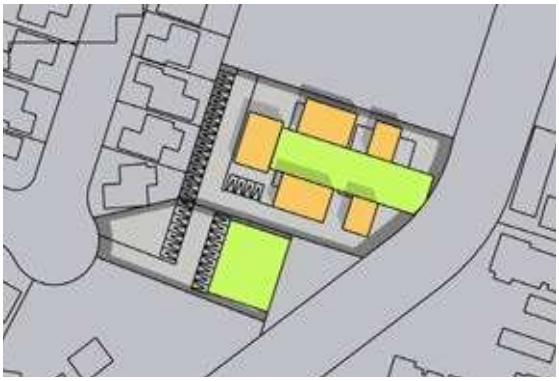


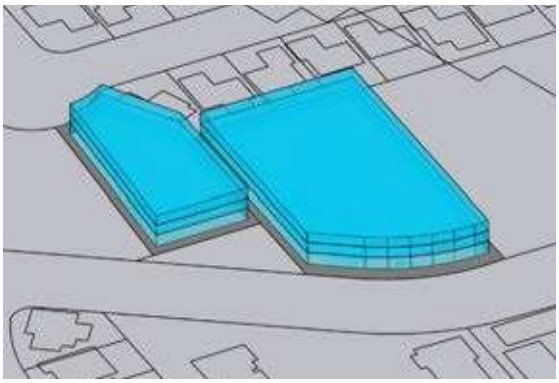
View from Crowley Avenue & Knox Avenue looking east

Lot Information	
Site Area	0.96 ac
Zoning	RM (Med. Density Residential)
GP Designation	Medium Density Residential
Existing Condition	Partially developed

Development Standards		
Characteristics	**Development Standards**	
Lot Width	30'	min.
Lot Area	5,000	sf min.
Setback, Front	15	min.
Setback, Corner/Side Street	15	min.
Setback, Side	7.5	min.
Setback, Rear	10	min.
Height	35	max.
Site Landscaping	25	% min.
Open Space	60	sf/unit
Storage	200	sf/unit
Density (min. lot area/unit)	3,000	sf/unit
Residential FAR	--	--
Commercial FAR	0.6	max.
Lot Coverage	60	% max.

Parking Standards		
Multifamily Residential		
Residential (up to 1 bedroom)	2.0	spaces/unit min., 1 must be covered
Residential (2 bedroom)	2.5	spaces/unit min., 1 must be covered
Guest Parking	--	space/unit
Non-Residential		
Commercial	--	--







Option Summary		
Number of Units	14	units
Resultant Density	14.6	du/ac
Resultant FAR	0.46	--
Commercial Area	--	sf
Residential Area	19,200	sf
Commercial Parking Req.	--	spaces
Residential Parking Req.	35	spaces
Total Parking Provided	35	spaces

Key

- Max Zoning Envelope
- Residential
- Site Landscaping

This option tests MMH building types, duplexes and fourplexes, with surface parking toward the rear of the combined lots. Given the lot width, an apartment building with a similar parking approach is likely also feasible.

Observations

- Maximum density limits development. The site can support additional parking and units.
- Unable to meet maximum allowed height, which also suggests potential for higher density than currently allowed.
- Unit size can increase to approximately 1,800 sf to maximize FAR within the allowed density limit.

What are the limiting factors?

1. **Maximum Density**

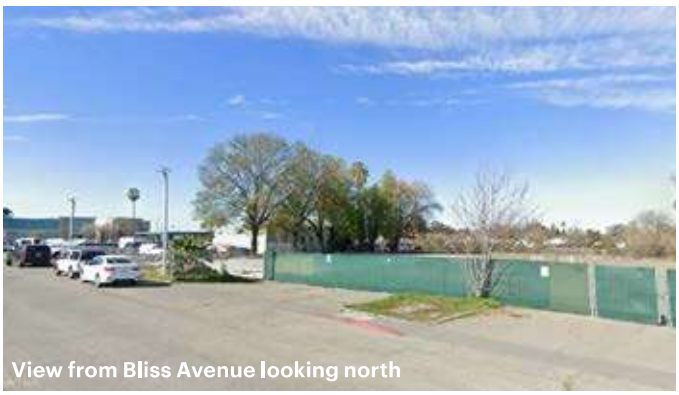
10 2101 Railroad Ave

APN 088-171-027, 088-171-033, & 088-171-035





View from Bliss Avenue & Railroad Avenue looking east

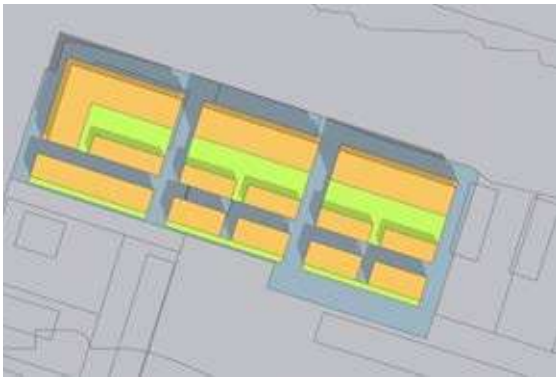


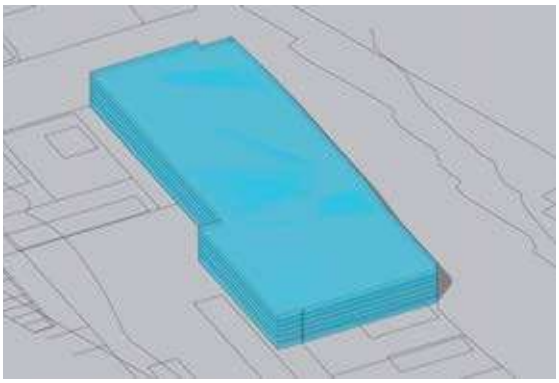
View from Bliss Avenue looking north

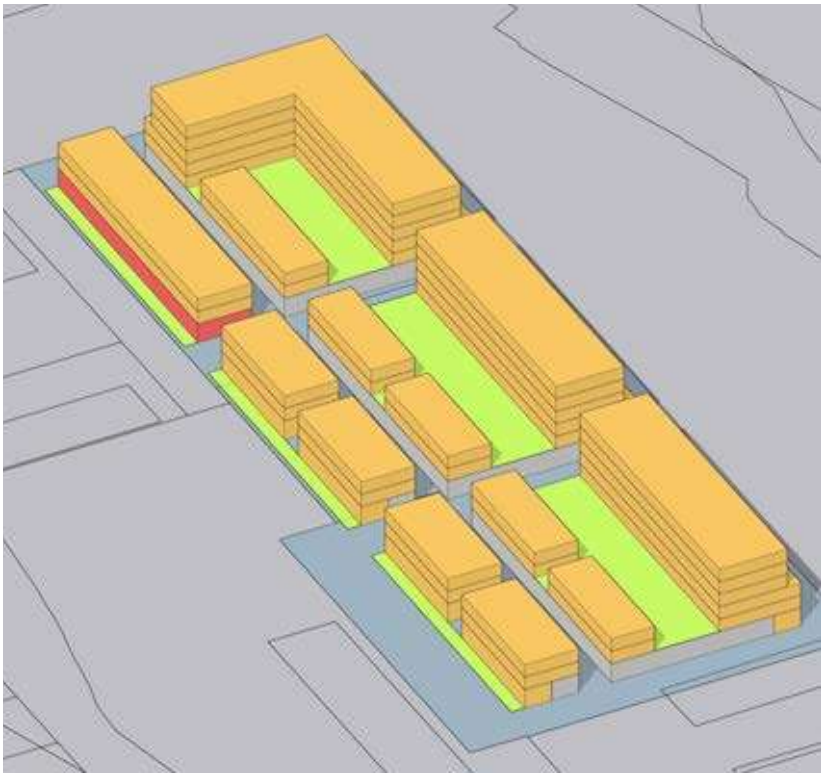
Lot Information	
Site Area	4.10 ac
Zoning	PD/ Railroad Avenue SP TOD-H
GP Designation	Mixed Use
Existing Condition	Partially developed

Development Standards		
Characteristics	**Development Standards**	
Lot Width	--	min.
Lot Area	--	sf min.
Setback, Front	--	min.
Setback, Corner/Side Street	--	min.
Setback, Side	--	min.
Setback, Rear	--	min.
Height	25' to 65'	
Site Landscaping	10	% min.
Open Space	--	sf/unit
Storage	--	sf/unit
Density	30 to 65	du/ac
FAR	0.25 to 1.0	max.
Lot Coverage	--	% max.

Parking Standards		
Multifamily Residential		
Residentia	1 to 1.5	spaces/unit max.
Guest Parking	--	space/unit
Non-Residential		
Commercial	1.0	space/333 sf







Option Summary		
Number of Units	259	units
Resultant Density	63.2	du/ac
Resultant FAR	1.59	--
Commercial Area	8,000	sf
Residential Area	276,732	sf
Commercial Parking Req.	24	spaces
Residential Parking Req.	221	spaces
Total Parking Provided	259	spaces

Key

- Max Zoning Envelope
- Residential
- Commercial
- Site Landscaping

This option tests podium buildings, with ground floor parking lined with apartments facing the pedestrian path. Townhouse buildings and a mixed-use building line Bliss Avenue.

Observations

- Maximum density is achievable.
- More commercial area is possible if more intense parking approaches are considered.
- The FAR achieved is relatively high compared to that allowed.

What are the limiting factors?

1. **Maximum Density**

Findings + Limiting Factors

Limiting Factors to Development

The analysis revealed a broad range of key limiting factors to development, shown on the matrix to the right. The two most prevelant limiting factors identified are:

- **Maximum Allowed Density.** In most sites tested, the maximum allowed density was found to be lower than what the site could physically accommodate. This limits the sites potential to reach the maximum allowed height, or use all of the available site area for additional development such as dwelling units or parking.
- **Minimum Off-Street Parking Requirements.** Consistently, required parking standards are too high to allow capitalizing on the full development potential of a site. To do so would require more intensive (and expensive) parking approaches, such as separate parking structures, podium parking, and parking lifts. The parking approach may also become a primary driver of the site design, as opposed to building form and activation of the public realm.
- **Maximum Allowed FAR.** In a few instances where the development standards include a maximum FAR, it was found to limit development.

Other Considerations

- **Development Trends.** It is important to keep in mind that the most typical mixed-use building type being constructed in the Bay Area is a 2-story podium with 3 to 5 stories above. This type translates to heights of approximately 50 to 70 feet, higher than that allowed by most zones tested.
- **Minimum Setbacks.** In terms of the developable envelope, setbacks may reduce the viability of certain building types, such as the rear setback requirement limiting townhouses with tuck-under parking.

SUMMARY OF LIMITING FACTORS FROM LOT TESTING										
Site	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**
Development Standard	**CC (RASP)**	**RH-D**	**-**	**RS-5**	**TOD-M (RASP)**	**CC/GQ**	**MDR (BPSP)**	**CS**	**RM**	**TOD-H (RASP)**
Is Maximum Allowed Density Too Low?	✗	✗	-	✓	✗	✓	✓	✓	✗	✗
Is Maximum Allowed FAR Too Low?	✗	✗	-	✓	✓	✓	✓	✓	✓	✓
Is Minimum Required Lot Size Too High?	✓	✓	-	✓	✓	✓	✓	✓	✓	✓
Is Maximum Lot Coverage Too Low?	✓	✓	-	✓	✓	✓	✓	✓	✓	✓
Are Minimum Setbacks Too High?	✓	✓	-	✗	✓	✗	✓	✓	✓	✓
Is Minimum Off-Street Parking Too High?	✓	✗	-	✗	✓	✗	✗	✗	✓	✓
Is Covered Parking Required?	✓	✗	-	✓	✓	✓	✓	✓	✓	✓
Is Minimum Open Space Too High?	✓	✓	-	✓	✓	✓	✓	✓	✓	✓
Is Maximum Height Too Low?	✓	✓	-	✗	✓	✗	✓	✓	✓	✓

Key

✓ Not a Limiting Factor

✗ Limiting Factor

AP-22-0117 (RZ) Objective Design Standards Overlay

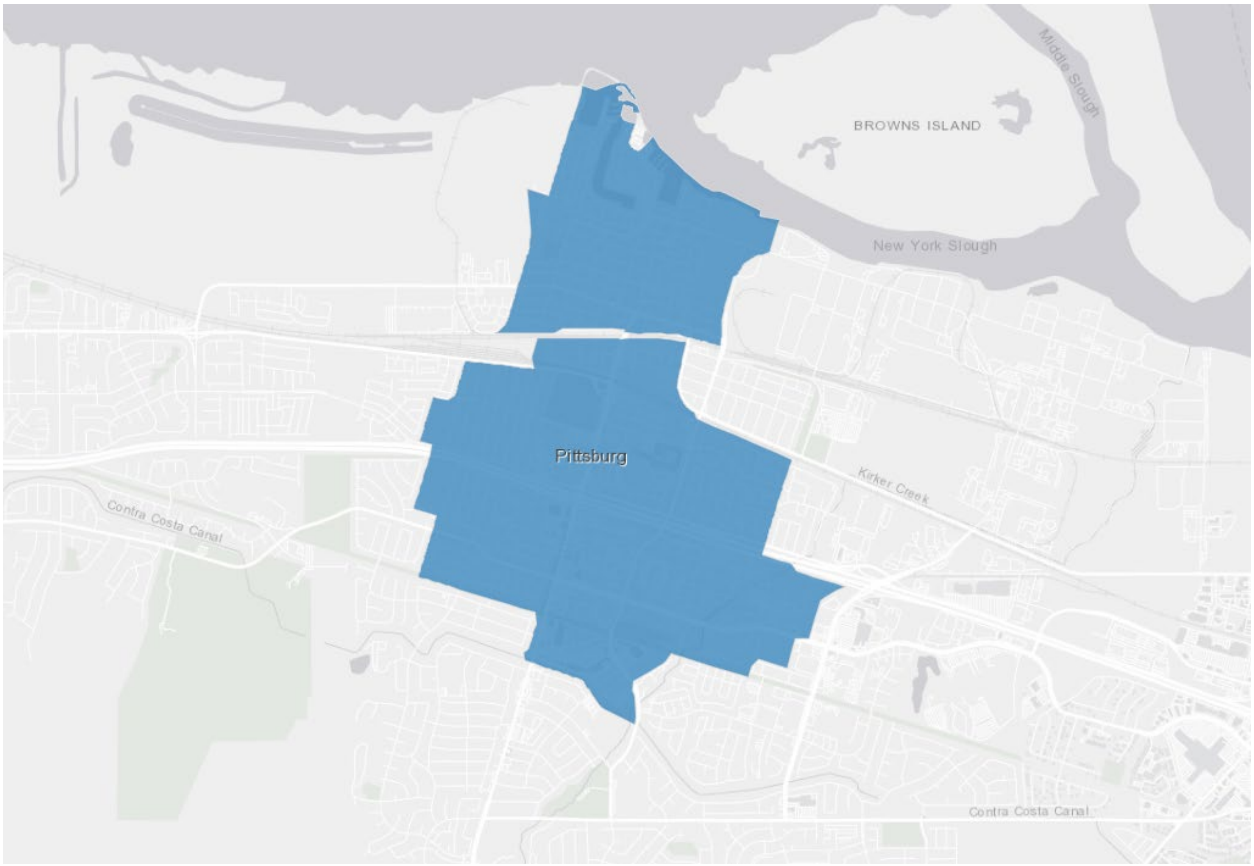
Attachment 4

Metropolitan Transportation Commission – Open Map of Priority Development Areas (PDAs)

"This feature set contains the Priority Development Areas used to develop Plan Bay Area 2050. The feature set is only appropriate for mapping and analysis projects associated with Plan Bay Area 2050.

This feature set contains the Priority Development Areas (PDAs) used by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) for analysis and mapping related to Plan Bay Area 2050. Plan Bay Area 2050 is the latest update to the long-range Regional Transportation Plan and Sustainable Communities Strategy for the nine-county San Francisco Bay Region. The PDAs were adopted by the executive bodies of MTC and ABAG on July 16, 2020 and represent areas local jurisdictions have identified for new and/or intensified development.

This PDA feature set is limited to use in general mapping and analysis related to Plan Bay Area 2050."



Priority Development Areas (Plan Bay Area 2050). (n.d.). Metropolitan Transportation Commission. https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/explore?location=38.021013,-121.881639,13.94

City of Pittsburg
Community and Economic Development Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the **CITY COUNCIL** of the City of Pittsburg will conduct a public hearing on:

DATE: **September 18, 2023**
TIME: **7:00 p.m.**
PLACE: **Marina Center; 340 Marina Boulevard**
Pittsburg, California, 94565

Concerning the following matter:

Proposed Project:
This is a City-initiated, City-wide overlay project to develop Objective Design Standards (ODS) that will streamline housing production and help to implement the City's General Plan vision through the application of zones and standards that reflect a context-specific approach based upon the City's distinct development patterns. The types of development standards included in the ODS Document refer to parking, neighborhood design, structure height, screening, building types, accessibility, pedestrian engagement, and parks. The overlay and development standards will be applicable to all Multi-Family Residential Zoning Districts and proposed development projects within these zones as well as all Mixed Use Zoning Districts and development projects within these zones.

Environmental Determination:
The proposed project is statutorily exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3), because there is no possibility the activity in question may have a significant effect on the environment.

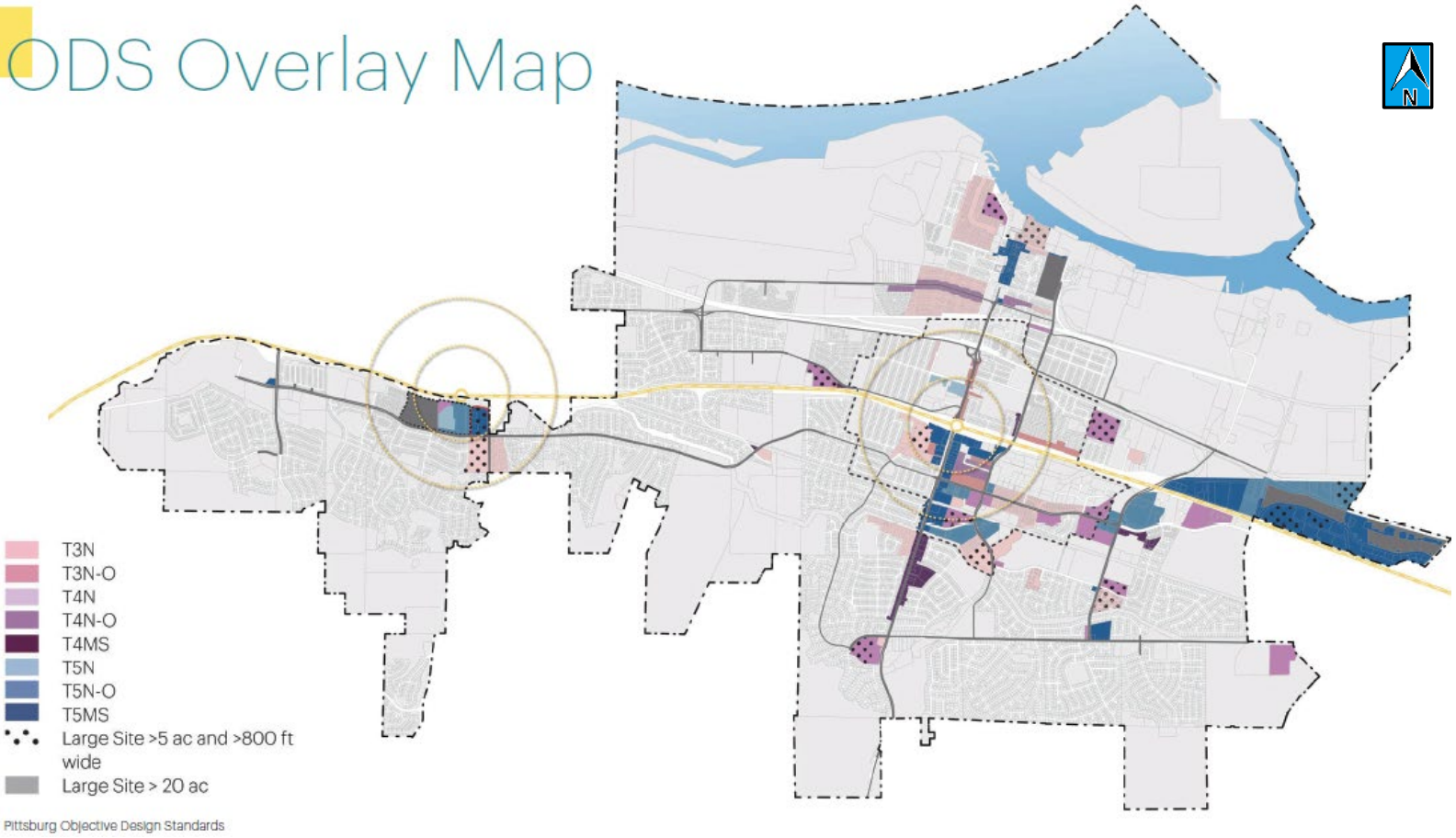
You are invited to submit comments regarding any aspect of this matter in writing before the public hearing, or verbally at the public hearing. If you challenge the above matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. For further details on this matter, please contact Kelsey Gunter, Associate Planner, via mail at 65 Civic Avenue, Pittsburg, CA, by telephone at (925) 252-4824, through e-mail at kgunter@pittsburgca.gov, or by fax at (925) 252-4814.

Para información en español:
(925) 252-4920

JOHN FUNDERBURG, M.S., AICP
ASSISTANT DIRECTOR OF
COMMUNITY AND ECONOMIC
DEVELOPMENT

Project Title: Objective Design Standards; AP-22-0117 (RZ)
Location: City Wide

ODS Overlay Map



OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Authorizing the City Manager to Execute a Consultant Agreement with North Star Place Branding and Marketing for Municipal Marketing and Branding Services and Allocating Funding in the Amount of $200,000

MEETING DATE: October 2, 2023

EXECUTIVE SUMMARY

The City proposes to retain the services of North Star Place Branding and Marketing ("North Star") for municipal marketing and branding efforts that focus on driving economic development. This item would also allocate the funding necessary to carry out the proposed scope of work, as well as potential ongoing marketing and branding efforts.

FISCAL IMPACT

Staff is requesting the City Council allocate $200,000 for execution of the proposed consultant agreement ("Agreement") and future expenditures related to ongoing marketing efforts.

The proposed Agreement would establish a not-to-exceed amount of $120,000 for the base scope of work. Staff anticipates that up to $80,000 may be spent on ongoing costs such as but not limited to ad buys, additional design work, and print products.

The funds for this project would be provided through Measure M funds, which have already been programmed into the approved Economic Development operating budget for Fiscal Year 2023-2024.

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution authorizing the City Manager to execute a consultant agreement with North Star and allocating funding in the amount of $200,000.

BACKGROUND

On January 18, 2022, by Resolution 22-14039, the City Council adopted the City's current Economic Development Strategic Plan, which includes Implementation Strategy 5.5, which endeavors to "develop a branding strategy for the City with the direct goal of business recruitment. A new branding strategy should complement other City branding efforts."

In April 2023, a Request for Proposal (RFP) was published for the City's Municipal Marketing and Branding services. The RFP was advertised on the City's website and sent out via eNews.

The primary focus of this RFP was to develop a brand for the City that defines an identity and market position and to create a marketing strategy to implement, solidify, and create design standards for future marketing and communication materials.

Prior to the May 15, 2023, submittal deadline, City staff received nine proposals in response to the RFP. All nine proposals received were carefully reviewed, scored, and discussed amongst a review team composed of multiple staff members. Two firms were invited for consultant interviews to discuss their qualifications and approach to the City's Marketing and Branding RFP.

With careful consideration, staff has recommended North Star to move forward with the awarded contract.

SUBCOMMITTEE FINDINGS

On April 13, 2023, the Economic Development/Waterfront Development Subcommittee discussed the scope of the municipal marketing and branding RFP. The feedback to staff from the Subcommittee included the desire to have a City-wide branding and marketing effort that focused on driving economic development.

STAFF ANALYSIS

Staff is recommending North Star as the firm to assist the City with its desired branding and marketing strategy. North Star has demonstrated to staff a high familiarity with both the City's needs from this project and the City itself. North Star also has a successful track record of working with other California municipalities, which have spoken highly of the firm and their work product.

As part of the proposed Scope of Work (Attachment 2), the Consultant shall lead City community marketing and branding initiatives, including a review and assessment of the City's current marketing and branding efforts, key stakeholder education, interviews, and focus groups, brand positioning, creative workshops, and strategic actions and communications plans to begin the work of repositioning Pittsburg in the marketplace.

ATTACHMENTS: Resolution
Consultant Agreement with North Star Place Branding and Marketing

Report Prepared By: Dhaynae Romero, Administrative Analyst I

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter Of:

Authorizing the City Manager to Execute a Consulting Agreement with North Star Place Branding and Marketing for Municipal Marketing and Branding Efforts	))))	RESOLUTION NO. 23-

WHEREAS, on January 18, 2022, by Resolution 22-14039, the City Council adopted the City's current Economic Development Strategic Plan, which includes Implementation Strategy 5.5, which endeavors to "develop a branding strategy for the City with the direct goal of business recruitment. A new branding strategy should complement other City branding efforts"; and

WHEREAS, in April 2023, a Request for Proposal (RFP) was published for the City's Municipal Marketing and Branding services to develop a brand for the City that defines an identity and market position and to create a marketing strategy to implement, solidify, and create design standards for future marketing and communication materials (the "Project"); and

WHEREAS, on or prior to May 15, 2023, City staff received nine proposals in response to the RFP; and

WHEREAS, North Star Place Branding and Marketing ("North Star") has been selected to proceed with the awarded contract to provide marketing and branding services to the City.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Pittsburg hereby authorizes the City Manager to execute a consultant agreement with North Star for marketing and branding services.

BE IT FURTHER RESOLVED that the City Council hereby allocates up to $200,000 for completion of the Project.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 2nd day of October 2023 by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

_____
Shanelle Scales-Preston, Mayor

ATTEST:

_____
Alice E. Evenson, City Clerk

CONSULTING SERVICES AGREEMENT BETWEEN
THE CITY OF PITTSBURG AND
THE BURDETTE AGENCY, INC.
(D/B/A NORTH STAR PLACE BRANDING & MARKETING)

This Agreement ("Agreement") for branding and marketing consulting services is made by and between the City of Pittsburg ("City") and The Burdette Agency, Inc., d/b/a North Star Place Branding & Marketing, a Florida S-corporation ("Consultant") (together referred to as the "Parties") as of October 16, 2023 (the "Effective Date").

Section 1. SERVICES. Subject to the terms and conditions set forth in this Agreement, Consultant shall provide to City the services described in the Scope of Work attached as Exhibit A, and incorporated herein, at the time and place and in the manner specified therein.

1.1 Term of Services. The term of this Agreement shall begin on the Effective Date and shall end on October 15, 2025, unless the term of the Agreement is otherwise terminated or extended, as referenced herein.

1.2 Standard of Performance. Consultant shall perform all services required pursuant to this Agreement according to the standards observed by a competent practitioner of the profession in which Consultant is engaged.

1.3 Assignment of Personnel. Consultant shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, requests in writing the reassignment of any such persons to ensure Consultant performs services in accordance with the Standard of Performance, Consultant shall, immediately upon receiving City's request, reassign such persons.

1.4 Time. Consultant shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary to meet the standard of performance provided herein above and to satisfy Consultant's obligations hereunder. The proposed budget allows for 431 professional hours for the delivery of Core Scope (inclusive of Phases I-III of Exhibit A).

Section 2. COMPENSATION. City hereby agrees to pay Consultant a sum not to exceed One Hundred Thirty-Three Thousand Dollars ($133,000.00), as set forth in Exhibit B, attached hereto and incorporated herein for services to be performed and reimbursable expenses incurred under this Agreement. This dollar amount is not a guarantee that the City will pay that full amount to the Consultant, but is merely a limit of potential City expenditures under this Agreement.

Consultant and City acknowledge and agree that compensation paid by City to Consultant under this Agreement is based upon Consultant's estimated costs of providing the services required hereunder, including salaries and benefits of employees and subcontractors of Consultant. Consequently, the parties further agree that compensation hereunder is intended to include the costs of contributions to any pensions and/or annuities to which Consultant and its employees, agents, and subcontractors may be eligible. City therefore has no responsibility for such contributions beyond compensation required under this Agreement.

2.1 **Invoices.** Consultant shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost for services performed and reimbursable costs incurred prior to the invoice date. Invoices shall contain the following information, unless waived by the City Manager, or his or her designee:

a. Consultant will invoice the City in three (3) installments for the Core Scope of the branding initiative following the completion of scheduled milestones and deliverables, as follows:

   - The first payment of $30,000 will be invoiced at the start of the project upon contracting.

   - The next third, or $30,000, will be invoiced at the completion of the research and strategy presentation.

   - The final payment of $30,000 will be invoiced upon project completion when all creative files are delivered.

b. Travel will be billed on a passthrough basis as incurred and within the not-to-exceed.

c. On-call, ongoing marketing services will be billed as individual projects arise.

2.2 **Installment Payment.** City shall make installment payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. City shall pay undisputed invoices that comply with the above requirements within 30 days from the receipt of the invoice.

2.3 **Final Payment.** Consultant shall submit its final invoice within 60 days of completing its services. Consultant's failure to submit its final invoice within this 60 day period shall constitute Consultant's waiver of any further billings to, or payments from, City.

2.4 **Reimbursable Expenses.** Reimbursable expenses, if any, are specified in Exhibit B and included in the total compensation referenced in Section 2. Expenses not listed in Exhibit B are not chargeable to, or reimbursable by, City.

2.5 **Payment of Taxes.** Consultant is solely responsible for the payment of all federal, state and local taxes, including employment taxes, incurred under this Agreement.

2.6 **Authorization to Perform Services.** The Consultant is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of a written authorization from the City Manager, or his or her designee.

Section 3. **FACILITIES AND EQUIPMENT.** Except as set forth herein, Consultant shall, at its sole cost and expense, provide all facilities and equipment that may be necessary to perform the services required by this Agreement

Section 4. **INSURANCE REQUIREMENTS.** Before beginning any services under this Agreement, Consultant, at its own cost and expense, shall procure the types and amounts of insurance specified herein and maintain that insurance throughout the term of this Agreement. The cost of such insurance shall be included in the Consultant's bid or proposal. Consultant shall be fully responsible for the acts and omissions of its subcontractors or other agents.

4.1 **Workers' Compensation.** Consultant shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Consultant in the amount required by applicable law. The requirement to maintain Statutory Workers' Compensation and Employer's Liability Insurance may be waived by the City upon written verification that Consultant is a sole proprietor and does not have any employees and will not have any employees during the term of this Agreement.

4.2 **Commercial General and Automobile Liability Insurance.**

4.2.1 **General requirements.** Consultant, at its own cost and expense, shall maintain commercial general and automobile liability insurance for the term of this Agreement in an amount not less than $2,000,000 per occurrence and $4,000,000 aggregate, combined single limit coverage for risks associated with the work contemplated by this Agreement.

4.2.2 **Minimum scope of coverage.** Commercial general coverage shall be at least as broad as Insurance Services Office Commercial

General Liability occurrence form CG 0001 (most recent edition) covering comprehensive General Liability on an "occurrence" basis. Automobile coverage shall be at least as broad as Insurance Services Office Automobile Liability form CA 0001 (most recent edition) covering any auto (Code 1), or if Consultant has no owned autos, hired (code 8) and non-owned autos (Code 9). No endorsement shall be attached limiting the coverage.

4.2.3 Additional requirements. Each of the following shall be included in the insurance coverage or added as a certified endorsement to the policy:

a. The Commercial General and Automobile Liability Insurance shall cover on an occurrence basis.

b. City, its officers, officials, employees, agents, and volunteers shall be covered as additional insureds for liability arising out of work or operations on behalf of the Consultant, including materials, parts, or equipment furnished in connection with such work or operations; or automobiles owned, leased, hired, or borrowed by the Consultant. Coverage can be provided in the form of an endorsement to the Consultant's insurance at least as broad as CG 20 10 11 85, or both CG 20 10 10 01 and CG 20 37 10 01.

c. For any claims related to this Agreement or the work hereunder, the Consultant's insurance covered shall be primary insurance as respects the City, its officers, officials, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents or volunteers shall be excess of the Consultant's insurance and non-contributing.

d. The policy shall cover inter-insured suits and include a "separation of Insureds" or "severability" clause which treats each insured separately.

e. Consultant agrees to give at least 30 days prior written notice to City before coverage is canceled or modified as to scope or amount.

4.3 Professional Liability Insurance.

4.3.1 General requirements. Consultant, at its own cost and expense, shall maintain for the period covered by this Agreement

professional liability insurance for licensed professionals performing work pursuant to this Agreement in an amount not less than $1,000,000 per occurrence or claim covering the Consultant's errors and omissions.

4.3.2 Claims-made limitations. The following provisions shall apply if the professional liability coverage is written on a claims-made form:

a. The retroactive date of the policy must be shown and must be before the date of the Agreement.

b. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement or the work.

c. If coverage is canceled or not renewed and it is not replaced with another claims-made policy form with a retroactive date that precedes the date of this Agreement, Consultant must purchase an extended period coverage for a minimum of five (5) years after completion of work under this Agreement.

d. A copy of the claim reporting requirements must be submitted to the City for review prior to the commencement of any work under this Agreement.

4.4 All Policies Requirements.

4.4.1 Submittal Requirements. Consultant shall submit the following to City prior to beginning services:

a. Certificate of Liability Insurance in the amounts specified in this Agreement; and

b. Additional Insured Endorsement as required for the General Commercial and Automobile Liability Polices.

4.4.2 Acceptability of Insurers. All insurance required by this Agreement is to be placed with insurers with a Bests' rating of no less than A:VII.

4.4.3 Deductibles and Self-Insured Retentions. Insurance obtained by the Consultant shall have a self-insured retention or deductible of no more than $100,000.

4.4.4 Wasting Policies. No policy required herein shall include a

"wasting" policy limit (i.e. limit that is eroded by the cost of defense).

4.4.5 Waiver of Subrogation. Consultant hereby agrees to waive subrogation which any insurer or contractor may require from Consultant by virtue of the payment of any loss. Consultant agrees to obtain any endorsements that may be necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by the Consultant, its employees, agents, and subcontractors.

4.4.6 Subcontractors. Consultant shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein, and Consultant shall ensure that City, its officers, officials, employees, agents, and volunteers are covered as additional insured on all coverages.

4.4.7 Excess Insurance. If Consultant maintains higher insurance limits than the minimums specified herein, City shall be entitled to coverage for the higher limits maintained by the Consultant.

4.5 Remedies. In addition to any other remedies City may have if Consultant fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option: 1) obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement; 2) order Consultant to stop work under this Agreement and withhold any payment that becomes due to Consultant hereunder until Consultant demonstrates compliance with the requirements hereof; and/or 3) terminate this Agreement.

Section 5. INDEMNIFICATION AND CONSULTANT'S RESPONSIBILITIES.

5.1 General Requirement. To the fullest extent permitted by law, Consultant shall indemnify, defend with counsel acceptable to City, and hold harmless City and its officers, officials, employees, agents and volunteers (collectively, "Indemnitees") from and against any and all liability, loss, damage, claims, expenses, and costs, including without limitation, attorney's fees, costs and fees of litigation, (collectively, "Liability") of every nature arising out of or in connection with Consultant's performance

of the services under this Agreement, or its failure to comply with any of its obligations contained in this Agreement, or its failure to comply with any applicable law or regulation, except such Liability caused by the sole negligence or willful misconduct of City.

Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Consultant from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damage or claims for damages whether or not such insurance policies shall be determined to apply.

5.2 PERS Indemnification. In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Section 6. STATUS OF CONSULTANT.

6.1 Independent Contractor. At all times during the term of this Agreement, Consultant shall be an independent contractor and shall not be an employee of City.

6.2 Consultant Not an Agent. Except as City may specify in writing, Consultant shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent. Consultant shall have no authority, express or implied, pursuant to this Agreement to bind City to any obligation whatsoever.

Section 7. LEGAL REQUIREMENTS.

7.1 Governing Law. The laws of the State of California shall govern this Agreement.

7.2 Compliance with Applicable Laws. Consultant and any subcontractors shall comply with all laws applicable to the performance of the work hereunder. Consultant shall also, to the extent required by the California Labor Code, pay not less than the latest prevailing wage rates as determined by the California Department of Industrial Relations.

7.3 **Licenses and Permits.** Consultant represents and warrants to City that Consultant and its employees, agents, and any subcontractors have, and will maintain at their sole cost and expense, all licenses, permits, qualifications, and approvals of whatsoever nature that are legally required to practice their respective professions. In addition to the foregoing, Consultant and any subcontractors shall obtain and maintain during the term of this Agreement valid business licenses from City.

7.4 **Nondiscrimination and Equal Opportunity.** Consultant shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, genetic information, marital status, sex, sexual orientation, gender or gender identity, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Consultant under this Agreement. Consultant shall comply with all applicable federal, state, and local laws, policies, rules, and requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement, including but not limited to the satisfaction of any positive obligations required of Consultant thereby.

Section 8. TERMINATION AND MODIFICATION.

8.1 **Termination.** Upon ten days' prior written notice, City may cancel this Agreement at any time and without cause upon such written notification to Consultant. In the event of termination, Consultant shall be entitled to compensation for services performed to the effective date of termination; City, however, may condition payment of such compensation upon Consultant delivering to City any or all documents, photographs, computer software, video and audio tapes, and other materials provided to Consultant or prepared by or for Consultant or the City in connection with this Agreement. Consultant also has the right to cancel the agreement with ten day's prior written notice.

8.2 **Amendments.** The parties may amend this Agreement only by a writing signed by the parties hereto.

8.3 **Assignment and Subcontracting.** City and Consultant recognize and agree that this Agreement contemplates personal performance by Consultant and is based upon a determination of Consultant's unique personal competence, experience, and specialized personal knowledge. Moreover, a substantial inducement to City for entering into this Agreement was and is the professional reputation and competence of Consultant. Consultant may not assign this Agreement or any interest

therein without the prior written approval of the City Manager, or his or her designee. Consultant shall not subcontract any portion of the performance contemplated and provided for herein, other than to the subcontractors noted in the proposal, without prior written approval of the City Manager, or his or her designee.

8.4 **Survival.** All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between City and Consultant, including but not limited to the provisions of Section 5, shall survive the termination of this Agreement.

8.5 **Options upon Breach by Consultant.** If Consultant materially breaches any of the terms of this Agreement, City's remedies shall include, but not be limited to, the following:

8.5.1 Immediately terminate the Agreement;

8.5.2 Retain the plans, specifications, drawings, reports, design documents, and any other work product prepared by Consultant pursuant to this Agreement;

8.5.3 Retain a different consultant to complete the work described in Exhibit A not finished by Consultant; or

8.5.4 The remedies mentioned in this Agreement are not exclusive of any other right, power or remedy permitted by law. The City's failure or delay in exercising any remedy shall not constitute a waiver of such remedy or preclude the further exercise of City's rights.

Section 9. KEEPING AND STATUS OF RECORDS.

9.1 **Records Created as Part of Consultant's Performance.** All final versions of reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Consultant prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Consultant hereby agrees to deliver those documents to the City upon termination of the Agreement, and the City may use, reuse or otherwise dispose of the documents without Consultant's permission. It is understood and agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Consultant agree that, until final approval by City, all data, plans, specifications, reports and other

documents are confidential drafts and will not be released to third parties by Consultant without prior written approval of City.

9.2 **Consultant's Books and Records.** Consultant shall maintain any and all records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of 3 years, or for any longer period required by law, from the date of final payment to the Consultant to this Agreement. All such records shall be maintained in accordance with generally accepted accounting principles and shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Pursuant to Government Code Section 8546.7, the Agreement may be subject to the examination and audit of the State Auditor for a period of 3 years after final payment under the Agreement.

Section 10 MISCELLANEOUS PROVISIONS.

10.1 **Attorneys' Fees.** If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

10.2 **Venue.** In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in Contra Costa County or in the United States District Court for the Northern District of California.

10.3 **Severability.** If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.

10.4 **No Implied Waiver of Breach**. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

10.5 **Successors and Assigns.** The provisions of this Agreement shall inure to the benefit of and shall apply to and bind the successors and assigns of the parties.

10.6 **Conflict of Interest.** Consultant may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless

of location, would place Consultant in a "conflict of interest," as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 *et seq.*

Consultant shall not employ any City official in the work performed pursuant to this Agreement. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.*

10.7 **Solicitation.** Consultant agrees not to solicit business at any meeting, focus group, or interview related to this Agreement, either orally or through any written materials.

10.8 **Notices.** Any notice, demand, request, consent or approval that either party is required to give the other pursuant to this Agreement, shall be in writing and may be given by either (i) personal service, or (ii) certified United States mail, postage prepaid, return receipt requested. Notice shall be effective upon personal delivery or delivery to the addresses specified below, as reflected on the receipt of delivery or return receipt, as applicable.

Consultant : North Star Place Branding & Marketing
1023 Kings Avenue
Jacksonville, FL 32207
ATTN: Will Ketchum, President

City: City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565
ATTN: City Manager

10.9 **Integration.** This Agreement, including the scope of work attached hereto and incorporated herein as Exhibits A and B represents the entire and integrated agreement between City and Consultant and supersedes all prior negotiations, representations, or agreements, either written or oral. To the extent there are any inconsistencies between this Agreement, the Exhibits, and Consultant's proposal, the Agreement shall control. To the extent there are any inconsistencies between the Exhibits and the Consultant's Proposal, the Exhibits shall control.

Exhibit A Scope of Services
Exhibit B Compensation Schedule

10.10 **Counterparts.** This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute

one agreement.

10.11 **Construction of Agreement.** Each party hereto has had an equivalent opportunity to participate in the drafting of the agreement and/or to consult with legal counsel. Therefore, the usual construction of an agreement against the drafting party shall not apply hereto.

10.12 **No Third Party Beneficiaries.** This Agreement is made solely for the benefit of the parties hereto, with no intent to benefit any third parties.

The Parties have executed this Agreement as of the Effective Date.

CITY OF PITTSBURG	**THE BURDETTE AGENCY, INC. (D/B/A NORTH STAR PLACE BRANDING & MARKETING)**
_____	_____
Garrett Evans, City Manager	Will Ketchum, President

Attest:

_____
Alice E. Evenson, City Clerk

Approved as to Form:

_____
Donna Mooney, City Attorney

EXHIBIT A

SCOPE OF WORK

Phase I: Market Research & Brand Strategy

Stakeholder Education

Educational Presentation: Live PowerPoint presentation (during the in-market trip) to City's Steering Committee and/or stakeholders groups (determined and assembled by City) for purposes of educating and furthering buy-in of community branding. This presentation may be given in a public 'town hall' forum to engage the community in the process and to gather initial feedback from the public regarding opportunities to rebrand.

Community Engagement Website/Brand Story Site: This site will serves as an online tool to direct traffic of Pittsburg residents and stakeholders interested in learning more about the project, getting involved in the research stage, or becoming a Brand Ambassador after the launch of the new brand.

Research

Situation Analysis: This establishes the current lay of the land from the perspective of your critical partners and stakeholders. Consultant shall administer an online questionnaire to each of your key internal organizations. Consultant will then meet with each group during the in-market visit to more fully understand your primary objectives, general history, political landscape, resources, competitors, etc.

Research, Planning, Communications, and Media Audit: Consultant shall conduct a comprehensive review of previous studies conducted by the City and planning documents. This shall include community outreach and planning meetings, surveys, intercept surveys, volunteer discussions, and market research. In addition, Consultant will review and analyze marketing materials, branding, logos, social media, and messaging from public and private sector partners as well as recent press related to Pittsburg.

Familiarization Tour: A tour of Pittsburg's attractions, meeting facilities, hotels/motels, restaurants, commercial sites, local businesses, retailers, restaurants, parks, natural areas, and historic sites would be conducted. Consultant will determine the tour itinerary with the help of Pittsburg project leadership.

Key Stakeholder Interviews + Focus Groups: With the assistance of the Pittsburg project leadership, we want to identify and speak to key stakeholders about Pittsburg (including City staff, board members, business community members, hoteliers,

attraction owners, tour operators, nonprofit and civic organizations, etc.).

Online Community Survey & Brand Barometer: Consultant will use some of the themes identified in the Familiarization Tour to craft a quantitative survey posted online for community-wide participation. The brand barometer, conducted as a part of the community survey, measures the strength of Pittsburg's resident advocacy relative to the rest of the United States as a place to live, work, and play.

Influencer Perception Study: In collaboration with the Pittsburg project team, Consultant will compile a list of 20 identified potential interviewees (completing 10) from a target pool of elected officials, third party site selectors, business executives in your preferred industries, tour operators, regional and state level executives in economic development and tourism, and other external influencers you identify.

Consumer Awareness + Perception Study: Data will be cross-tabulated in a number of ways to reveal the most insightful patterns between consumer and non-consumer groups. For instance, perceptions and attitudes for those who have visited Pittsburg will be compared and contrasted to those who have not visited and are reporting perceptions purely on reputation. This is key to identifying any brand recognition issues. This study measures:

- Overall awareness and perceptions of Pittsburg
- Overall awareness and perceptions of competitor cities
- Measurements of Pittsburg's delivery of quality of life indicators
- Consumer experiences in Pittsburg
- Attitudes regarding Pittsburg's strengths and weaknesses
- Consumer opinions regarding what needs to be added or taken away
- Changes in consumer perceptions of Pittsburg after visiting
- Patterns of visitation activities associated with consumers' primary purpose of visitation

Competitive Positioning Review: Consultant will provide a brand messaging and marketing strategy analysis to evaluate Pittsburg's position relative to the competition in the area. This review ranks each competitor based on their brand strength, economic development focus, and tourism focus.

Insights & Strategy

Situation Brief & Insight Development: Data on its face has limited value, but the connections between data points open up understanding and opportunity. The entire North Star team weaves together these connections into a compelling set of insights that start to tell Pittsburg's story.

DNA Definition (Brand Positioning Statement): Based on those insights, a guiding statement for the management and development of your brand is created. This

definition should serve as the touch point for all Pittsburg activity moving forward. Included in your DNA Definition is:

Target audience:	*For whom Pittsburg has the most appeal*
Frame of reference:	*Geographic context of Pittsburg*
Point of difference:	*What makes Pittsburg special*
Benefit:	*Why it should matter to the consumer*

Research and Strategy Presentation & Report: We review the qualitative and quantitative analyses of Pittsburg's current image and positioning. A preview of this presentation is shared with key branding committee members for editing and fine-tuning. The collaboratively perfected presentation is made in person at larger stakeholder meetings, and the accompanying report is shared digitally. DNA Definition approval is required before proceeding.

Phase II: Creative

Creativity

An in-depth Creative Brief and a Creative Workshop guide this process. Straplines, logos, color, looks, and messaging (with brand standards) are created. Additional deliverables will be developed to express the new brand identity in the context of its future use.

Creative Committee Workshop: A collaborative, interactive meeting between the North Star team and the Pittsburg creative committee (a group of City's choosing) will explore the roles of different creative elements and identify creative preferences. Our goal is to most effectively hone in on the type of work you want without limiting the creative thinking of our writers, graphic designers, and art directors.

Community Creative Workshop: In addition, we would like to hold a 1 ½ hour public workshop session during our site visit or on a subsequent visit depending on scheduling. This workshop (usually held at an open, indoor public space or key partner space) allows interested citizens of your city to hear about the process and provide their input. North Star will start the session with the educational PowerPoint and then encourage attendees to provide their answers to various city character question prompts.

Straplines & Rationale (5): North Star will provide a minimum of five different straplines, along with rationale for the strengths of each line. We will conduct trademark searches (via the United States Patent and Trademark Office website) and Google searches to make sure there is basic clearance for each line

presented. Upon selection, City's legal team is required to conduct a more thorough search to ensure its availability, potentially securing a trademark if desired and avoiding any conflicts once in the market.

Color Palettes (2): This is a key decision in how your visual brand identity will "feel" since color evokes emotion.

Logo Refinement: The City of Pittsburg logo is well-established and embraced across the community. While the City aims to keep the core elements of the current logo, North Star offers the option to refresh and refine the logo's design elements, such as colors, line widths, and typography. We will present our recommended refreshments and provide one round of revisions.

Department Logos (14): Based on the refined and approved City logo, we will create and present derivative logo directions for (14) departments, excluding Police. These (14) logos will be extensions of the primary City logo for strategic continuity. Up to (2) of the department logos can be further departures from the core logo if circumstances warrant. North Star will provide one round of revisions to each of the (14) department logos. Logo variations will utilize a range of colors from the selected palette and other design elements to create a cohesive logo family while customizing each logo for the department's needs.

Brand Narrative: The narrative takes that core and describes it in artistic and compelling language for connecting emotionally with your different consumers. The narrative defines your personality and tone of voice. It can be woven into ad copy, placed on websites, integrated into speeches, and distributed to businesses to use in their own communications about the place they call home.

Looks (2): Consultant will craft two entirely different visual looks that allow you to choose how your brand messaging will be conveyed in terms of headlines, photography style, special graphic elements, detailing, and copy points. Consultant will also provide a round of revisions for the look of your choice to ensure it reflects your exacting standards. The Creative Committee will select one look, and it will be applied to all subsequent deliverables.

Brand Standards Guide: This guide contains all the necessary information for using your logos, color palette, typefaces, language, and other key elements to ensure consistency across all mediums from any department or organization (print and electronic advertising, website design, media placement, public relations, event, templates, etc.). Consultant will provide digital and printed versions of this guide as well as InDesign files so you can edit the guide as necessary.

Custom Deliverables (8-10): To assist in the communication of the final brand concept, Consultant will work with you to identify a list of 8-10 custom deliverables that target your specific goals. This is a powerful addition as it brings the designs to

life through elements in the real world. The production of associated materials may be requested in Phase IV for ongoing creative implementation. The deliverables here are visual examples but the City can choose a working file of a deliverable to count as a deliverable (e.g. letterhead concept and letterhead working native file counts as two deliverables). The exception is Powerpoint, which will come already usable in Powerpoint. Options include, but are not limited to:

- Social Media Graphics
- Templates (Email Signature, Presentation, Newsletter, etc.)
- Business Cards
- Letterhead
- Envelopes
- Brochures
- Building + Monument Signage
- Vehicle Wraps
- Print and Electronic Advertising Merchandise (Apparel, Accessories, etc.)
- Built Environment Applications

Phase III: Action & Implementation

Implementation

Following your brand's development, North Star has the ability to implement a strategic action and communications plan to begin the work of repositioning Pittsburg in the marketplace. This plan will be developed around the completion of the brand strategy and include estimated costs/budget and a suggested timeline for implementation.

Community Communication & Rollout Guidance: North Star will prescribe a community rollout plan that details the brand and campaign to all interested stakeholders and citizens so that they can see, understand, and embrace it before the wider marketplace launch. This will include engaging those who sign up on the Community Engagement Website to be Brand Ambassadors.

Brand Action Ideas: These ideas will address brand touchpoints ranging from economic development activities, the arts, infrastructure, and more.

Final Report and Presentation: At the completion of Phase III, Consultant compile your brand into a final presentation that summarizes the research and takes viewers through the foundational creative development (line, logos, look, and color palette) as well as the steps of the action plan. Each step is illustrated using the custom deliverable designs. Final report will show the research, strategy, creative work, and action plan in their entirety and will be shared digitally along with raw data files, a

logo suite, and JPEG image files of all deliverables and your brand style guide.

Comprehensive 3-Year Marketing Strategy: North Star's work and expertise extends well beyond community branding. As a specialist in community marketing, our scope will also include forming the marketing action plan for Pittsburg to go to market with—inspired by your brand strategy. North Star will develop a comprehensive marketing strategy following this general framework:

- Business objectives (e.g. population growth, HHI, job growth, worker retention, investment, hotel nights, etc.)
- Communications objectives (e.g. awareness, reach, frequency, inquiries, site visits, change perceptions, etc.)
- Target audiences definition, analysis, and quantification
- Target audiences key insights
- Key messaging articulation by market segment
- Communication, PR, social media, and grassroots strategy
- Communication, PR, social media, and grassroots tactics
- Annualized schedule and sequence of all tactics (month-by-month flowchart)
- Annualized marketing activation budget by tactic
- Program measurement and evaluation (definition of all metrics by tactic)

Comprehensive 3-Year Marketing Strategy Deliverables:

- Targets, Objectives, Strategy
- Campaign theme (often related but different than your brand theme)
- Core tactical recommendations and timing sequence
- Paid media strategy and pricing
- PR, social media, and content recommendations
- Budget allocation
- Measurement and tracking approach

Phase IV: Creative Implementation

Ongoing Activation & Working File Creative Deliverables

To support the City of Pittsburg in their branding efforts and to ensure brand consistency, North Star will provide ongoing creative services on an as-needed basis. These implementation services may include design and production of the custom deliverables created for the BrandPrint as well as additionally requested materials. Supplementary tasks for implementation will be priced at North Star's blended rate of $195/hour.

Phase V: Evaluation (Future/Optional/Incremental)

Evaluation & Results Tracking

Ideally, evaluation answers two basic questions:
The research studies in this plan are designed to produce benchmarks and results that can be used for comparison with future studies. These tracking studies are outside the proposed scope of work, but we wanted Pittsburg to be aware of their future availability.

Social Media: Consultant will perform social listening audits for our clients and measure not only likes, shares, and friends but also qualitative factors, such as sentiment.

12-Month Follow Up: Consultant will follow up after a year of your brand implementation to discuss the successes you have enjoyed and hurdles that you are working to overcome. Consultant will provide suggestions and direction for next steps in your continual brand integration.

Brand Barometer: With the benchmark included in your brand study, the Brand Barometer becomes a simple and inexpensive way to track your results and validate your success in word of mouth advertising and resident advocacy.

PROJECT TIMELINE

Getting Started Call	Week 1
<u>Phase I</u>	
Market Research + Brand Strategy	
Situation Analysis	Weeks 1 - 2
Research & Planning Audit	Weeks 1 - 2
Communication & Media Audit	Weeks 1 - 2
Community Engagement Website	Weeks 1 - 2
In-Market (Tour, Focus Groups, Interviews)	TBD
Online Community Survey & Brand Barometer	Weeks 4 - 8
Qualitative (Influencer) Perception Study	Weeks 6 - 10
Consumer Awareness + Perception Survey	Weeks 8 - 10
Competitive Positioning Review	Weeks 8 - 10
Situation Brief & Insight Development	Week 11
DNA Definition Development	Weeks 11 - 13
Research & Strategy Presentation	Week 14
<u>Phase II</u>	
Creative	
Creative Brief Development (Internal)	Week 15
Creative Workshop/Community Workshop	Week 15
Foundational Creative Development	Weeks 16 - 24
Custom Deliverable Development	Weeks 24 - 28

Phase III	
Action & Implementation	
Community Communication & Rollout Guidance	Weeks 28 - 33
Brand Action Ideas	Weeks 29 - 33
Final Report & Presentation	Weeks 34 - 3
Phase IV	TBD
Proposed Timeline	36 Weeks

Timeline is dependent upon an efficient client approval process, which requires that data and feedback from the client is received at key milestones. If the client approval and consensus process takes longer than 40 weeks, North Star will invoice any remaining contracted amount at that time and reserves the right to propose project extension fees at a blended hourly rate.

EXHIBIT B

COMPENSATION SCHEDULE

Phase I. Research, Insights, & Strategy	$30,000
Phase II. Creative	$30,000
Phase III. Action + Implementation	$30,000
Working Files (Phase IV)	$30,000
Travel & Misc.	$13,000
Total	$133,000

[This cost proposal has been calculated with consideration to third party costs associated with the research (we subscribe to a research tool) and North Star's blended hourly rate of $195/hr. This blended hourly rate also applies to any on-call marketing services. Travel & miscellaneous are additional (pass-through basis).]

CONSULTING SERVICES AGREEMENT ADDITIONS

Not to Exceed Fee Is Governed By Hours:

A fee of $90,000 will be paid to North Star for third party research expenditures and for professional time involved in the production of a BrandPrint Report which is not to exceed four hundred and thirty-one (431) hours. The agreed upon maximum (431) hours to be dedicated to the project will be the governing factor in the depth of the Document. North Star expects to complete the scope of work within this allotment of hours and will not exceed the maximum number of hours for the project or the time period forecasted (40 weeks, which is the 36-week schedule outlined plus a 4-week cushion for scheduling delays).

Payment Terms

A service charge of 1-1/2% (18% per annum) will be charged on all sums not paid within a 30-day period after the date of billing. The Client agrees to pay all costs of collection and a reasonable attorney's fee incurred in the collection of past due accounts.

Obligation of City To Keep Project on Schedule:

Consultant has provided a project schedule and will communicate feedback and approval deadlines and City meeting requirements to the City at each forthcoming milestone. City delays on scheduled approvals or setting meetings essential to project progress will be tracked and communicated at monthly intervals. If the delays and others caused by the City's decision to deviate from North Star's recommended process are not made up for over the life of the project and the project extends beyond the 36-week limit, North Star reserves the right to bill the final installment at week 36, then work at an hourly rate of $195 per hour thereafter or negotiate a lump sum completion fee with the City based on the project’s current status.

Incremental Work, Hourly Rate:

Any additional requests of North Star beyond the agreed upon Document and designated hours will be billed at the blended rate of $195.00 per hour or estimated at a project rate. Should additional work be requested, for work beyond the scope of this Agreement, North Star will receive written approval of the additional related cost prior to initiating work.

Termination Responsibilities:

Upon termination of this Agreement, North Star shall transfer, assign and make available to the Client, or its representatives, all property and materials in its possession or control belonging to the Client and paid for by the Client. In the event that the material, which is the subject of this Agreement, is copyrightable subject matter, North

Star and Client agree that for the purposes of this order the material shall be a work made for hire and the property of the Client. In the event that the material which is the subject of this Agreement is not copyrightable subject matter, or for any reason is determined not to be a work made for hire, then and in such event North Star hereby assigns all right, title and interest to said material to Client for the fees specified herein. Concepts, logos and straplines not selected by the Client remain the intellectual property of North Star.

Obligation of City to Purchase Third Party Assets:

Stock images and typography used for the demonstration of creative concepts is not to be reproduced or published in any way without the City first negotiating and paying for usage rights with the appropriate stock image or typography provider. Additionally, City is responsible for securing rights to use locally oriented photos utilized in the educational website and in the Final Presentation or Final Report.

Obligation of City to Secure IP Clearance or Trademark if Desired:

To ensure that the recommended strapline (tagline) is available for use and capable of being trademarked, North Star will conduct a trademark registration search with the United States Patent and Trademark Office via their web site: http://www.uspto.gov/main/trademarks.htm. North Star will report any records found relating to the strapline but the Client should seek legal counsel for further determination of conflicts and such determination is ultimately the responsibility of the Client. If the Client wishes to pursue a trademark registration, North Star can make introductions to intellectual property attorneys and suggest steps to take. The pursuit of an official, legally-binding trademark is the responsibility of the Client.

CERTIFICATE OF COMPLIANCE WITH LABOR CODE § 3700

I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract.

CONSULTANT

By: _____
Title: _____

2784980.1

OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a Minute Order Authorizing Submittal of an Application for Phase I Distressed Area Recompete Pilot Program Grant Funding from the U.S. Economic Development Administration

MEETING DATE: October 2, 2023

EXECUTIVE SUMMARY

The US Economic Development Administration (EDA) recently launched the Recompete Pilot Program, a program with the goal of investing in economically distressed regions across the United States and address the prime age employment gaps (PAEG) higher than the national average in those areas. The program provides flexibility to invest in construction and non-construction projects that address the PAEG in the region and provide economic revitalization through investment. Specific census tracts in the Pittsburg/Antioch region are qualified areas to receive funds from this program. In light of this opportunity, the City seeks to submit an application as the lead agency for Phase 1 of the program to fund various projects designed to economically enhance our region's industrial, job centered areas.

FISCAL IMPACT

There is no fiscal impact associated with this minute order or submittal of the grant application. The grant itself does not require any matching funds.

RECOMMENDATION

By minute order, authorize the submittal of an application for Phase I Distressed Area Recompete Pilot Program Grant Funding.

BACKGROUND

On June 29, 2023, the US EDA released the Phase 1 Notice of Funding Opportunity (NOFO) for the Recompete Pilot Program. The Recompete Pilot Program is authorized under the CHIPS and Science Act federal legislation passed in 2022. The program intends to invest $200 million dollars towards projects that are designed to activate economic activity and long-term job creation in areas considered economically distressed.

The driving measurement for determining eligible areas is the prime-age employment gap, or PAEG, which accounts for prime age workers (aged 25-54 years) that are not only unemployed, but have stopped looking for jobs and are out of the workforce. Specific census tracts in Pittsburg and Antioch, primarily North of Highway 4, are eligible areas to receive funding from this grant due to PAEG levels higher than the national average. The specific census tracts in the Pittsburg-Antioch region that are eligible are as follows.

- Census Tract 3050
- Census Tract 3072.01
- Census Tract 3072.02
- Census Tract 3090
- Census Tract 3100
- Census Tract 3110
- Census Tract 3120

Funding from this program can be used to implement various construction and non-construction activities that are meant to enhance economic vitality to the qualified areas and help address the area's PAEG. These activities are wide ranging across these four broad categories: workforce development; business and entrepreneur development; infrastructure; and additional planning, predevelopment, or technical assistance. The program is broken down into two phases of funding. This current Phase 1 NOFO, the EDA will fund Strategy Development Grants and/or will approve 'Recompete Plans' for certain regions. Funds of $250,000 to $500,000 will be provided to applicants to develop these Recompete Plans, which will act as a strategic plan on how the applicant will make place-based regional investments to reduce the PAEG of the eligible area. Once a Recompete Plan is approved, those plans are eligible to apply for Phase 2 where they can receive funding to implement these plans. The EDA expects to make approximately 4 to 8 investments into Recompete Plans ranging from $20 to $50 million each. In each region selected for implementation investments, awardees will receive funding to implement approximately 3 to 8 interrelated projects.

SUBCOMMITTEE FINDINGS

On August 14th, 2023, staff presented on this program and proposed projects to the Community and Economic Development Subcommittee. During this presentation, staff requested that the Subcommittee provide feedback on the proposed vision for projects and the Subcommittee's thoughts on collaboration with the City of Antioch. The Subcommittee expressed support for the City's application and was receptive to the idea of a potential collaboration with the city of Antioch if it added value to the overall Recompete Plan.

STAFF ANALYSIS

Staff believes that this program provides an opportunity to make investments along the historical job centers and industrial region that make up the Northern Waterfront, spanning both Pittsburg and Antioch. Staff sees this as an opportunity to make investments in that area's infrastructure and our local human capital so that this area remains a competitive, sought-after, job-rich center going into the 21st century. Staff also believes that there is value in potentially collaborating with the city of Antioch to create investments that benefit the Northern Waterfront regional economy which spans the Pittsburg city limits. Such investments in the economic region as a whole and in each of our prime age working citizens will provide mutual economic benefits in local job creation and wage growth.

In pursuing this opportunity, staff has identified projects to invest in based on the parameters of the program and what the immediate economic needs and investments are for the region.

1. **Pittsburg-Antioch Highway Roadway Improvements (CIP Projects ST-57 and ST-58):** The city's current Capital Improvement Program (CIP) includes projects that will enhance the road travel along the Pittsburg-Antioch Highway from Loveridge Road to Antioch city limits. The road crosses an area primarily made up of industrial zoned land and industries. These improvements include widening the road from two lanes to four lanes and adding left turn lanes. Both projects would dramatically improve the flow of traffic and commerce in the area. Both these projects are currently awaiting funding. While developer fees could fund these improvements, completing these projects through this program would create an enticing incentive for job center investment in the area.

2. **Pittsburg-Antioch Highway Water Line and Sewer Line Improvements (CIP Projects W-24 and SS-20):** There are currently gaps in the water and sewer systems along Pittsburg-Antioch Highway where there is lacking infrastructure to support the kind of major industrial development that the area has potential for. These needs are identified in the Loveridge Sub-Area Master Plan prepared in 2008 and in the CIP. Both these projects also await funding. As with the roadway improvements, funding these projects through this program instead of awaiting for a developer to cover the costs will put the area in an advantage to entice industries to develop there with the needed infrastructure already in place.

3. **Fiber Internet Installation in Infrastructure adjacent to Industrial Properties in Pittsburg and Antioch:** With download speeds as fast as 10 gigabits per second or higher, fiber-optic internet provides the best in terms of internet capacity, especially for modern-day industry that relies on high-quality internet networks to run their systems and operations. The City recognizes the importance of fiber-optic internet through its agreement with SiFi Networks. This program could provide an opportunity to fund a fiber optic network that serves the industrial region along Pittsburg and Antioch, with potential to partner with SiFi Networks or another fiber-optic cable provider.

4. **Little-to-No-Cost Contract Education and Training, in Partnership with a Local College, for Employers that Guarantee at Least 100 New Jobs in the Qualified Areas:** The qualified areas is ripe with undeveloped land and aging industrial facilities. That includes the Pittsburg Intermodal Park currently for sale as an 11-property portfolio totaling over 445 acres. The future job centers that will make up these areas will need access to a skilled workforce to meet their specific needs. If such an employer makes a commitment to at least 100 new jobs in the region, the program will fund contract education training specifically customized to meet their needs. This program can provide an opportunity to partner with a local college, such as Los Medanos or Diablo Valley College, to provide little-to-no-cost contract education to provide the education and skills training needs for the future workforce.

5. **Branding Strategy to Promote the Industrial Corridor along the Pittsburg-Antioch Highway:** Conducting these improvements and projects provides a great incentive for industries to develop in the surrounding area. Conducting an organized, invested branding strategy to promote the area will help build attention to these improvements and the possibilities the area has to provide.

6. **Wrap-around, Supportive Services for Prime Employment Age Residents in Neighborhoods within the Eligible Areas:** The program allows for projects that provide supportive services to the local labor market. In the most direct effort to address the PAEG in these census tracts, the proposal should include providing supportive services that directly targets neighborhoods in Pittsburg-Antioch and are specific in addressing the gaps that are preventing the prime-age workforce in those areas from getting jobs.

These projects meet the objectives of the Recompete Pilot Program and will provide significant investment into the region. With funding from Phase 1 Program, the projects will evolve as more information is learned and more partnerships are developed through the process.

ATTACHMENTS: Recompete Pilot Program Fact Sheet
FY 2023 Distressed Area Recompete Pilot Program Phase 1 Notice of Funding Opportunity

Report Prepared By: Robert Carrera, Economic Development Manager

RECOMPETE PILOT PROGRAM FACT SHEET

FUNDING OPPORTUNITIES TO EXPAND ECONOMIC OPPORTUNITY ACROSS AMERICA



Application Deadline: October 5, 2023

Click here for more information

As part of President Biden's Investing in America agenda, the Distressed Area Recompete Pilot Program (Recompete Pilot Program)—authorized by the CHIPS and Science Act—will invest $200 million toward interventions that create, and connect workers to, good jobs in geographically diverse and persistently distressed communities across the country.

Applications for Phase 1 of the Recompete Pilot Program opened on June 29, 2023, and will close on October 5, 2023 at 11:59 pm ET. Please visit the Economic Development Administration (EDA) website for the full Notice of Funding Opportunity (NOFO), application portal, eligibility map, and supporting materials.

UNDERSTANDING THE PROGRAM

The Recompete Pilot Program will support economic revitalization in distressed communities across the country. Specifically, this program targets areas where prime-age (25-54 years) employment significantly trails the national average, with the goal to close this gap through flexible, bottom-up strategy development and implementation investments.

EDA will deploy funding through a two-phase competition (detailed below). Phase 1 investments can be used for strategy development activities, while Phase 2 investments can support a wide range of implementation activities across workforce development, business and entrepreneur development, infrastructure, and additional planning, predevelopment, or technical assistance.

EQUITY AND ENGAGING UNDERSERVED COMMUNITIES

Equity is EDA's top investment priority and embedded in the design of the Recompete Pilot Program. Funding will be provided exclusively to distressed communities, and within these areas applicants should demonstrate how benefits from the program are shared equitably across all affected populations. Applicants will also be asked to demonstrate how they are engaging underserved communities in the upcoming application and planning process.[1]

FUNDING LEVELS

The Recompete Pilot Program will provide funding through a two-phase competition.

Phase 1
In Phase 1, applicants can apply for (1) a Strategy Development Grant, (2) approval of a Recompete Plan, or (3) both. In Phase 1, EDA anticipates approximately $6–12 million in Strategy Development grants, each between $250,000 and $500,000.[2] EDA also expects to approve at least 20 Recompete Plans.[3]

Phase 2
Only applicants with approved Recompete Plans from Phase 1 will be invited to apply for Phase 2. In Phase 2, applicants can apply for larger awards for implementation. EDA expects to make approximately 4–8 implementation investments with the remaining available funding, ranging from $20–50 million each. In each region selected for implementation investments, awardees will receive funding to implement approximately 3–8 interrelated projects.

PROGRAM TIMELINE

The Phase 1 NOFO has a 3-month application window with a deadline to apply by October 5, 2023 at 11:59 pm ET. Announcement of Phase 1 winners and the release of the Phase 2 NOFO is expected this Winter, where applicants with approved Recompete Plans will be invited to submit a Phase 2 application.

EDA concluded a Request for Information (RFI) and Tribal Consultation in March 2023. Aggregated findings were published with the Phase 1 NOFO.

WHO IS ELIGIBLE TO APPLY?

As stated in the program's authorizing legislation, applicants to the Recompete Pilot Program must meet two eligibility criteria.

1. **Eligible Recipient Type:** Eligible applicants include: (i) a unit of local government; (ii) the District of Columbia; (iii) a territory of the United States; (iv) a Tribal government; (v) political subdivisions of a State or other entity, including a special-purpose entity engaged in economic development activities; (vi) a public entity or nonprofit organization, acting in cooperation with the officials of a political subdivision of a State or other entity described in (v); (vii) an economic development district; and (viii) a coalition of any of the above entities that serve or are contained within an eligible geographic area.

2. **Eligible Area:** Recompete Pilot Program investments must be located in one of two eligible area types, including meeting certain Prime-Age Employment Gap (PAEG) requirements. To support applicants in determining geographic eligibility, EDA, in partnership with Argonne National Laboratory, released the Recompete Eligibility Mapping Tool (Mapping Tool) in June 2023. Please click here to access the Mapping Tool, which includes a user-friendly map and instructional materials.

   Both types of eligible areas are represented in the Mapping Tool. Please see EDA's Recompete FAQs for more information on the PAEG.

Note that in this competition, EDA is targeting geographies where a high PAEG exists because meaningful employment is not available and/or barriers keep people out of the workforce, not places where demographic trends lead to high PAEG (e.g., high numbers of financially secure early retirees or people pursuing higher education). Please see the NOFO for application evaluation criteria reflecting this prioritization.

If you have questions about program eligibility or using the Mapping Tool please contact your local Economic Development Representative or reach out to the program at Recompete@eda.gov.

The Mapping Tool includes the two types of eligible geographic areas, which are:

- **Local Labor Markets (LLMs):** a Metropolitan Statistical Area, a Micropolitan Statistical Area, a commuting zone, or Tribal lands in the United States and Puerto Rico. LLMs with a PAEG of at least 2.5% are eligible. For the purposes of this competition, all Tribal lands and Pacific Ocean Territories are considered eligible LLMs.
- **Local Communities (LCs):** an area served by a general-purpose unit of local government (e.g., county government, municipal government) that is located within, but does not fully cover, an ineligible LLM (as defined above) and either:
  - — The entire area served by the unit of local government on average has a PAEG of at least 5% and a median annual household income of no more than $75,000; or
  - — A subset of the area served by the unit of local government has five or more contiguous Census tracts that each individually have a PAEG of at least 5% and median annual household income of no more than $75,000. In this instance, the applicant's service area must be contained within the identified Census tracts.

WHAT SHOULD APPLICANTS DO TO APPLY?

1. Explore the Mapping Tool to find out if your community is potentially eligible for this Program. If you are a region that the Map does not indicate is eligible, applicants may submit data showing eligibility that EDA will verify during application review.
2. Read the Notice of Funding Opportunity (NOFO) and visit the EDA Recompete Pilot Program website to access additional supporting materials .
3. Sign up for EDA's communications to stay up to date on the latest Recompete news. If you have questions, please reach out to Recompete@eda.gov.

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U.S. ECONOMIC DEVELOPMENT ADMINISTRATION

(1) Please see EDA's website for how Equity is defined as an investment priority, and the NOFO for more information on how applicants will be evaluated for equity.
(2) Strategy development grants may go up to $750,000 only in rare circumstances.
(3) Please see the NOFO for more information on what should be included in a Recompete Plan.

NOTICE OF FUNDING OPPORTUNITY
EXECUTIVE SUMMARY

- **Federal Agency Name:** Economic Development Administration (EDA or the Agency), U.S. Department of Commerce (DOC).
- **Federal Funding Opportunity Title:** FY 2023 Distressed Area Recompete Pilot Program Phase 1 Notice of Funding Opportunity (NOFO) (Recompete Pilot Phase 1 NOFO).
- **Announcement Type and Date:** Recompete Pilot Program Phase 1 NOFO publishing EDA's application submission requirements and application review procedures under the Distressed Area Recompete Pilot Program (Recompete Pilot Program), as authorized by section 29 of the Stevenson-Wydler Technology Innovation Act of 1980, as amended (15 U.S.C. § 3722b). **Effective date:** June 29, 2023.
- **Funding Opportunity Number:** EDA-RECOMPETEPHASE1-2023
- **Catalog of Federal Domestic Assistance (CFDA) Number:** 11.040, Distressed Area Recompete Pilot Program
- **Dates:** This is a two-phase competition. The deadline for Phase 1 applications is **11:59 p.m. Eastern Time on October 5, 2023**. Applications received after this deadline will not be reviewed or considered. Only those that receive approval for a Recompete Plan in Phase 1 will be permitted to apply to Phase 2, as Finalists of the Recompete Pilot Program. It is anticipated that the Notice of Funding Opportunity for Phase 2 will be made available in winter 2023.

  EDA may amend, cancel, or withdraw the Recompete Pilot Program Phase 1 NOFO at any time. All changes will be communicated via Grants.gov.
- **Eligible Applicants:** Pursuant to section 29(c) of the Stevenson-Wydler Technology Innovation Act of 1980 (15 U.S.C. § 3722b(j)(2) and (j)(7)), eligible applicants under this NOFO include: (i) a unit of local government; (ii) the District of Columbia; (iii) a territory of the United States; (iv) a Tribal government; (v) political subdivisions of a State or other entity, including a special-purpose entity engaged in economic development activities; (vi) a public entity or nonprofit organization, acting in cooperation with the officials of a political subdivision of a State or other entity described in (v); (vii) an economic development district; and (viii) a coalition of any of the above entities that serve or are contained within an eligible geographic area. See section A.1.c. of this NOFO for a description of eligible geographic areas.

  Individuals and for-profit entities are not eligible for funding under this NOFO.
- **Funding Opportunity Description:** Subject to the availability of funds, awards made under this NOFO will seek to alleviate persistent economic distress and support long-term comprehensive economic development and job creation, in places with a high prime-age (25 to 54 years) employment gap.

FULL ANNOUNCEMENT TEXT

FY 2023 EDA Distressed Area Recompete Pilot Phase 1
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A. Program Description

1. Competition Structure and Program Information

a. Goal of the Competition

The Distressed Area Recompete Pilot Program (Recompete Pilot Program) aims to alleviate persistent economic distress and support long-term, comprehensive economic development and job creation in places with a high prime-age (25 to 54 years) employment gap. The program uses prime-age employment gap (PAEG) as an indicator of economic distress because it accounts for prime-age workers who have stopped looking for jobs and left the labor force, not just those who are currently unemployed. In the execution of this goal, EDA will seek to invest in programs and organizations that have a clear understanding of local conditions and pathways to create and connect people with good jobs while ensuring the program's benefits are shared equitably and across diverse geographies. EDA's longstanding mission is to ensure that all communities have a path to economic prosperity, and through the pilot program EDA will support communities with high prime-age employment gaps through flexible, bottom-up strategy and implementation grants that tackle the unique challenges these communities face.

b. Competition Structure

The Recompete Pilot Program will invest in distressed communities to create, and connect workers to, good jobs [1]in places that need them most. The program specifically targets distressed communities to spur a new chapter of opportunity in those areas. This includes, but is not limited to, areas where prominent industries have declined or disappeared, that were physically separated by highway construction, or that have endured decades of disinvestment. They may be urban, suburban, or rural, but they have low labor force participation rates that are holding back prosperity.

EDA will run this competition in two phases through two separate Notices of Funding Opportunity (NOFOs). In this Phase 1 NOFO, EDA will fund Strategy Development Grants and will approve Recompete Plans for certain regions. Applicants to this Phase 1 NOFO must choose whether they are pursuing a Strategy Development Grant, approval of a Recompete Pla

n, or both. Strategy Development Grants are funded and are discussed in greater detail below in section A.1.c. Recompete Plan approval, on the other hand, is unfunded, but is a prerequisite to applying to the Phase 2 NOFO. Under the Phase 2 NOFO EDA will award Implementation funding. **Thus, if an applicant would like to compete for Implementation funding under the upcoming Phase 2 NOFO, it should at minimum apply for Recompete Plan approval under this Phase 1 NOFO** (the applicant can also apply for a Strategy Development Grant if it so chooses). Recompete Plan approval is discussed in more detail below in section A.1.d.

How do I know what to apply for?	
A Strategy Development Grant **Only**	"Our region has relevant ideas, leaders, and/or assets, but we need to do significantly more coordination and planning to be ready for Implementation funding. We do not wish to apply for Implementation funding under the upcoming Phase 2 NOFO."
Recompete Plan Approval **Only**	"Our region is ready to apply for Implementation funding and does not need additional resources to put together a strong Phase 2 application."
Both Plan Approval **and** a Strategy Development Grant	"Our region has an understanding of how to address low labor force participation and is close to being ready to apply for Implementation funding. Additional resources would strengthen our coordination, planning, and Phase 2 application development."
Whether a region chooses to apply for a Strategy Development Grant won't affect EDA's decisions related to Recompete Plan approval in this phase or awarding Implementation Grants in the next phase—each will be evaluated separately. See sections D.2., E.1.a., and E.1.b.	

In a future Phase 2 NOFO, applicants with approved Recompete Plans will compete for funding for Implementation projects. Phase 2 Implementation funding is discussed in greater detail below in section A.1.e.

EDA will provide technical assistance during the period between Phase 1 announcements and the Phase 2 application deadline to all applicants who receive Strategy Development Grants and/or whose Recompete Plans are approved. Building on the model developed in the Build Back Better Regional Challenge, as part of the two-phase competition, these applicants will have equal access to experts to improve the quality of their Phase 2 applications.

[1] See https://www.dol.gov/general/good-jobs/principles.

c. General Requirements

Across both phases of the Recompete Pilot Program competition, several general requirements must be addressed in the application materials (see section D.2. below).

i. Why does Prime-Age Employment Gap (PAEG) matter, and how is it calculated?

Based on statute,[2] the Recompete Pilot Program relies on a metric called the prime-age employment gap (PAEG) to establish geographic eligibility based on economic distress. Because of this, it is unlike EDA programs funded under the Public Works and Economic Development Act of 1964, as amended, which use 24-month unemployment rates, per capita income, and special need (*e.g.,* natural disasters) to demonstrate eligibility.

The Recompete Pilot Program uses PAEG as an indicator of persistent economic distress because it accounts for prime-age workers who have stopped looking for jobs and left the labor force, not just those who are currently unemployed. Whether they stopped looking for work because local job opportunities are extremely limited or because they struggle to meet the qualifications, lack reliable transportation, need assistance with childcare, or have other reasons, these places require significant support for prime-age workers to reengage in the local workforce. Note that in this competition, EDA is targeting geographies where a high prime-age employment gap exists because good jobs are not available and/or barriers keep people out of the workforce (e.g., supportive services are lacking), not places where demographic trends lead to high PAEG (e.g., high numbers of financially secure early retirees or people pursuing higher education).

PAEG is determined based on the prime-age employment rate, which is the percentage of the age 25-54 population that is currently working. PAEG is the difference (expressed as a percentage) between (i) the national 5-year average prime-age employment rate; and (ii) the 5-year average prime-age employment rate of the eligible area.[3] Five-year data are used to determine PAEG in most cases because rolling averages of PAEG provide a more stable, accurate representation of a community's level of distress over time than a snapshot measurement. Specific PAEGs for eligible areas are enumerated in A.1.c.ii. below.

The statute also requires a unique calculation to determine the PAEG for "Tribal lands". See 15 U.S.C. § 3722b(j)(9). Unfortunately, some of the required data is unavailable for such areas at this time, a fact that was confirmed through formal Tribal Consultation.[4] However, basic unemployment data is available that indicates a high likelihood that both Tribal lands have a high PAEG. As such, EDA has determined that all Tribal lands are eligible to participate in the program. See section B.1. of this NOFO below for a discussion on how the maximum grant rate in Phase 2 will be determined for Tribal lands given the lack of data.

The data required to calculate PAEG is also unavailable for some Pacific Ocean Territories. As with Tribal lands, basic unemployment data is available that indicates a high likelihood that Pacific Ocean Territories have a high PAEG. Thus, EDA has determined that Pacific Ocean Territories are also eligible to participate

[2] 15 U.S.C. § 3722b(j)(1).

[3] EDA is specifically using 5-year American Community Survey data.

[4] The Tribal Consultation was conducted in accordance with Executive Order 13175, "Consultation and Coordination with Indian Tribal Governments" (Nov. 6, 2000), the Department of Commerce's Tribal Consultation and Coordination Policy (Apr. 26, 2012), and Presidential Memorandum, "Tribal Consultation and Strengthening Nation-to-Nation Relationships" (Jan. 26, 2021).

in the program. See section B.1. of this NOFO below for a discussion on how the maximum grant rate in Phase 2 will be determined for these areas given the lack of data.

ii. What geographic areas are eligible to participate in the Recompete Pilot Program?

EDA has developed a Recompete Eligibility Mapping Tool *(Mapping Tool)*, a user-friendly map of areas that are eligible based on the required data about a region's PAEG and median household income, including all Tribal lands and Pacific Ocean Territories, that can be found here. **Applicants generally should reference the map in their applications and use either the Eligible/Service Area List Template here or submit a screenshot generated by the Mapping Tool as proof of eligibility.** If the applicant represents a region that the Map does not indicate is eligible, the applicant may submit data showing eligibility that EDA will verify.

By statute, Recompete Pilot Program investments must be located in one of two eligible area types and meet certain PAEG requirements, both of which are represented in the Mapping Tool.[5] The two eligible geographic areas are:

- *Local Labor Markets (LLMs)*: a Metropolitan Statistical Area, a Micropolitan Statistical Area, a commuting zone, or Tribal lands. LLMs with a PAEG of at least 2.5% are eligible.
  - For the purposes of this competition, all Tribal lands and Pacific Ocean Territories are considered eligible LLMs.

- *Local Communities (LCs)*: areas served by a general-purpose unit of local government (*e.g.*, county government, municipal government) that is located within but does not cover the entire area of an LLM (as defined above) and meets the following criteria:
  - It exists within an LLM that does not qualify for Recompete funding; and
  - EITHER:
    - The entire area served by the unit of local government on average has a PAEG of at least 5% and a median annual household income of no more than $75,000; or
    - The area served by the unit of local government has five or more contiguous Census tracts that each individually have a PAEG of at least 5% and median annual household income of no more than $75,000. In this instance, the applicant's service area must be contained within the identified Census tracts.

iii. What entities are eligible to participate in the Recompete Pilot Program?

Eligible applicants under this NOFO include: (i) a unit of local government; (ii) the District of Columbia; (iii) a territory of the United States; (iv) a Tribal government; (v) political subdivisions of a State or other entity, including a special-purpose entity engaged in economic development activities; (vi) a public entity or nonprofit organization, acting in cooperation with the officials of a political subdivision of a State or other entity described in (v); (vii) an economic development district; and (viii) a coalition of any of the above entities that serve or are contained within an eligible geographic area. Some institutes of higher education will also be eligible if they fall within one of the above categories.

[5] 15 U.S.C. § 3722b(j)(1).

Applicants must be one of the above eligible entity types and be located within or serve an area indicated as eligible on the Mapping Tool (or provide data showing eligibility if the geography is not reflected in the Mapping Tool) and be able to represent and act on behalf of the eligible area.

Pursuant to 15 U.S.C. § 3722b(e)(1), no more than one grant may be awarded to eligible entities within a single eligible geographic area (*i.e.,* within an LLM, there may be only one grant awarded in each Recompete phase).

iv. Are there any special considerations for coalitions compared to individual applicants?

No specific type of eligible entity is any more or less competitive than other types of eligible entities. The strongest applicants, however, will demonstrate the ability to engage broadly in the community and support implementation of a wide range of potential targeted actions related to reducing their area's PAEG. EDA expects that applicants will collaborate with relevant partners that can contribute to the effort. However, EDA is cognizant that areas with a high PAEG are diverse, and some may have one entity that is clearly well-positioned to lead while other areas may be better positioned to form a coalition.

Are EDA Good Jobs Challenge (GJC) and Build Back Better Regional Challenge (BBBRC) Finalists and Winners eligible to participate in the Recompete Pilot Program?

Yes, provided they meet the other eligibility criteria for the Recompete Pilot Program and, if they are applying for funding, are only seeking funding for a scope of work separate from what was funded under GJC or BBBRC.

If a coalition decides to apply, it does not need to have a formal legal structure (*i.e.*, a contractual arrangement or public-private partnership) but should develop a governance plan prior to applying for Phase 2 funding. Coalition applicants also must identify a lead member organization that commits to, if selected for Phase 2 funding:

- be the principal applicant for the Phase 1 Strategy Development Grant and/or Phase 1 Recompete Plan approval;
- serve as EDA's main point of contact during the competition and implementation;
- be the employer of the Recompete Plan Coordinator (RPC) (described below) or have an established relationship with that employer (note an RPC is required even if the application does not involve a coalition; see below);
- serve as the central coordinator across the eligible geography, to convene public, private, educational, and civic leaders to facilitate bottom-up, middle-out competitiveness;
- establish and maintain communication between the region and/or coalition and EDA to enable and accelerate collaboration and support; and
- ensure funding and other assistance provided by EDA and any other partners are effectively coordinated and braided within communities.

If a coalition wins a Phase 2 Implementation award, the lead member organization will have additional duties related to the ongoing governance structure of the collection of implementation projects funded to ensure they remain cohesive and coordinated. Governance in this context means ensuring that the coalition is communicating and coordinating activities and outcomes. The lead member may also receive funding for specific implementation project(s) in Phase 2. These details will be further addressed in the forthcoming Phase 2 NOFO.

Regardless of whether an application represents a coalition or single organization, EDA fully anticipates partnerships between applicants, businesses, institutions of higher education, labor unions and federations, non-profits and other regional organizations. In Phase 2, lead organizations should be prepared to articulate how those partnerships are structured and governed, whether formally or informally.

v. What is required in letters of support?

Whether an individual entity or a coalition applies, EDA expects letters of support from regional organizations necessary for success—specifically, targeted employers, labor unions, education and training systems, philanthropy, and nonprofit organizations that can support wraparound services *e.g.*, child/long-term care, onsite health services, transportation assistance) and other needs. An exhaustive list of all relevant organizations is not necessary to win a Strategy Development Grant or receive approval of a Recompete Plan. The primary focus in Phase 1 is for applicants to demonstrate they understand local needs and assets and have a clear sense of the relevant stakeholders necessary for success. EDA considers quality of letters more than sheer volume. EDA expects the number of commitment-making partners to expand and the commitments to become more specific in Phase 2, including applying for and executing an individual component project or making hiring, match funding, co-investment, or policy change commitments for the overall benefit of the community.

EDA also expects that if a region applies as a coalition, that the regional partners will evolve and views it as a success if more members join or the membership is refined to reflect the exact parameters of the Phase 1 Strategy Development grant or Phase 2 Implementation Grant.

vi. How will EDA ensure applicants serve the eligible geography?

Because the Recompete Pilot Program endeavors to assist distressed areas, applicants need to demonstrate that they can adequately represent the eligible area and deliver the solutions proposed in any Recompete Plan.

Thus, applicants, including lead members of a coalition, must demonstrate they are authorized to represent and act on behalf of the eligible geographic area, as described at 15 U.S.C. § 3722b(j)(2). While applicants may be located outside of the eligible geography, they must clearly articulate why they are uniquely positioned to serve the region and that they are serving with the support of the eligible area and have the capacity and leadership to meaningfully increase prime-age employment over the duration of the grant.

Whether an applicant represents a small or large eligible area as represented on the Mapping Tool, it should consider the service area of the investments—that is, the people, and particular areas, that stand to benefit from the Recompete Pilot Program. As part of their application, applicants should identify their chosen service area. The service area may be all or any subset of the eligible area. Some proposals may specifically focus on certain neighborhoods or communities to have the highest impact. Applicants may decide concentrating investments is a better strategy than distributing the benefits evenly across the eligible geography. In any case, EDA will prioritize those applications that focus on interventions that aim to significantly increase prime-age labor market employment and wages.

vii. What is the role of the Recompete Plan Coordinator (RPC)?

EDA believes local champions and change agents are essential and investments are only successful with the right leadership, including leadership that reflects the diverse populations they serve. The RPC role is

meant to coordinate across relevant entities and help ensure a successful implementation of Recompete Plans. The specific obligations of the role may vary based on regional assets and needs. EDA encourages applicants to identify strong, diverse talent and place that person in a leadership role to catalyze strong, lasting partnerships across the area, including with the private and public sectors such as other federal partners, and philanthropic supporters. Throughout Phase 2 the RPC and other leadership positions will be critical to success. While not all applicants will have an RPC identified in Phase 1, all applicants should provide a strategy for identifying the right leadership team for their community. Having an RPC or a plan to hire one will be a requirement for Phase 2.

d. Strategy Development Grants

An applicant to the Recompete Pilot Phase 1 NOFO may apply for a Strategy Development Grant, either alone or along with a request for approval of a Recompete Plan. Where an applicant applies only for a Strategy Development Grant, the grant is intended to facilitate a region in becoming more competitive for future approval of a Recompete Plan and thus eventually for Implementation Grants. Some eligible entities that are strong candidates for Recompete Plan approval (discussed below in section A.1.d.) may not have a compelling case for a Strategy Development Grant.

Strategy Development Grants may fund the following types of activities:

(1) Coordination and execution of an inclusive, locally-defined planning process, across jurisdictions and agencies, to develop a comprehensive regional strategy to address high prime-age employment gaps in the regions (*i.e.*, a PAEG strategy);
(2) Identification and fostering of regional partnerships for developing and implementing a comprehensive regional PAEG strategy;
(3) Implementation or updating of assessments to determine regional needs and capabilities;
(4) Development or updating of goals and strategies to implement an existing comprehensive regional PAEG strategy;
(5) Identification or implementation of planning, local zoning, and other changes to code, law, or policy necessary to implement a comprehensive regional PAEG strategy;
(6) Development of plans for promoting broad-based economic growth in a region;
(7) Hiring of the coalition's RPC to lead the overall effort and other necessary staff;
(8) Formation of a workforce development strategy, according to the needs for a skilled and diverse technical workforce aligned with the region's strengths;
(9) Activities necessary to prepare for strategy implementation, which may include workforce development strategies, environmental, and engineering documentation, if applicable; and
(10) For Tribal entities and Pacific Ocean Territories, collection of data on the population of individuals ages 25 through 54 to determine PAEG. For Tribal entities this includes collection of data related to such individuals residing on and off Tribal land consistent with the information requested in 15 U.S.C. § 3722b(j)(9).

In the required Project Narrative (see section D.2. below), the applicant must describe the Strategy Development and predevelopment activities it proposes to undertake. The Project Narrative should also clearly demonstrate the applicant's deep understanding of the region and its needs, including the conditions that led to low employment participation by the region's prime-age residents; inventory existing community or regional assets that are critical to reducing the PAEG; and identify tested interventions that address regional needs and leverage regional assets to grow the local economy.

Note: Matching share is not required in Phase 1 but will be part of the Phase 2 evaluation criteria.

By statute, Strategy Development Grants may not be used as a prerequisite for Implementation Grants.

e. Recompete Plan Approval

An applicant to the Recompete Pilot Phase 1 NOFO may submit a Recompete Plan for approval. Only applicants with an approved Recompete Plan at the conclusion of Phase 1 of the competition (*i.e.*, Finalists) will be permitted to apply for Implementation funds under the Recompete Pilot Phase 2 NOFO. **Thus, if an applicant would like to compete for Implementation funding under the upcoming Phase 2 NOFO, it should apply for Recompete Plan approval under this Phase 1 NOFO.**

Recompete Plan approval signifies that the eligible entity has a multi-year plan for reducing the PAEG of the eligible area with a strong probability of success. EDA's evaluation of a region's plan is detailed in section E.2 and must be addressed in the applicant's application materials (see section D.2. below).

A competitive Recompete Plan will demonstrate the following six elements:

(1) **Understanding of regional conditions and needs** – Recompete Plans should reflect a deep understanding of the region and its needs, including the conditions that led to a high prime-age employment gap among the region's prime-age residents. They should be specific in detailing the contributing **local conditions, employment barriers for different targeted populations, job quality, and geographic considerations.** Beyond the PAEG, applicants are encouraged to provide qualitative and quantitative data that supports the region's needs, including demonstrating persistent economic distress, and justifies potential investments.

(2) **Strength of strategy and quality of potential investments** – Recompete Plans should clearly articulate a strategy to address causes of the local high prime-age employment gap identified in element #1 above and the particular geographic locations to be targeted. Applicants should outline the investments they anticipate asking EDA to fund through a Phase 2 NOFO that will help increase per capita wages and close the prime-age employment gap (EDA expects Recompete Plans to include 3-8 Implementation Grant projects that aim to collectively address the region's key inhibitors of prime-age employment participation and low wages), though EDA recognizes those may evolve or be refined between Phase 1 and submission of a Phase 2 application. EDA encourages applicants to draw from proven interventions; local expertise, organizations, unions, and companies; and practitioner and research findings. The likelihood of success depends on a combination of the strength of the overall strategy (*e.g.*, sources of potential economic growth), track record of the applicant, and quality of the identified interventions. When describing specific interventions, applicants should include the proposed programs and activities, high-level budget estimates (see below regarding a template), and roles and responsibilities of the entities that would execute the interventions. EDA expects that budgets and project specifics will be refined and shared in greater detail if the Recompete Plan is approved and the applicant applies for a Phase 2 Implementation Grant. For Phase 1, a high-level budget estimate is sufficient; see section D.2. for a template for this budget estimate.

(3) **Equity, inclusivity, accessibility, and diversity** – Recompete Plans should articulate how they will actively engage underserved communities in planning and ensure benefits are shared equitably

across all affected populations, including through efforts to reach historically underserved populations and areas (whether rural, urban, or suburban), communities of color, women, and other groups facing labor force barriers such as people without four-year college degrees. Historical commitments to equity, inclusivity, accessibility, and diversity by applicants and their identified partners, including any prior related concrete successes, will be relevant. The plan should include letters of support from entities that represent underserved communities, businesses, and/or workers. As with all letters of support, EDA puts a premium on quality over quantity. Successful applicants will align budgets, coalition leadership and governance to their equity and diversity priorities. EDA recognizes prioritizing equity means applicants may partner with organizations new to federal grants.

(4) **Regional assets** – Recompete Plans should inventory **existing community or regional assets** that are specific to their geography and critical to reducing the PAEG. This may include industries, natural assets, educational institutions (including community colleges and other educational institutions, etc.), or other organizations that have the potential to change the regional economic dynamics (e.g. unions, workforce entities, community and faith-based organizations, etc.). The plans should also identify how new EDA resources along with existing federal, state, or other funding options can unlock the potential of these regional assets in ways and/or at a scale that previous efforts could not. If assets are industry-specific, applicants should also address the degree to which these assets will remain competitive and relevant over time.

(5) **Targeted geographic approach** – The Recompete Pilot Program is intended to fundamentally improve and increase opportunities in persistently distressed communities. The goal of the program is to support long-term prosperity of the particular place. Applicants should specifically identify their service area within the eligible geography and how the proposed interventions will create long-run, sustained benefits to that area. Recompete Plans should lay out a path to ensuring residents who are not employed or participating in the labor market have access to career pathways, in line with Good Jobs Principles. There are a number of geographically-targeted approaches to creating good jobs and connecting people to them, including small business support, neighborhood programming, and sector-specific training. Applicants should have a preliminary articulation of what types of jobs they anticipate either creating or placing people into through their Recompete Plan, understanding that EDA will be cognizant of each region's baseline job mix.

(6) **Partnerships and potential commitments** – Recompete Plans should show how **key local, regional, and state partners,** including underleveraged or underrepresented organizations and residents, are engaged or will be engaged, and that they are committed to reducing the PAEG. Applicants are encouraged to indicate in their application the firms, institutions, state and local governments, labor unions or federations, and other local partners who have committed or the applicant will ask to commit to creating good jobs, changing policies and practices, and otherwise supporting the Recompete effort. There must be strong alignment and a shared strategic vision in the region and a plan to leverage local or regional partners' skills and/or constituencies to achieve better project outcomes. In that regard, a history of collaborating and achieving concrete successes, including at smaller scales, will be relevant. Recompete Plans should demonstrate how other public (including other federal), private-sector, or philanthropic dollars may be leveraged to support the effort. Applicants are encouraged to identify how other federal programs may assist in meeting ancillary needs including infrastructure, education and training, workforce housing, child/long term care, public health challenges (including need for

additional mental health or addiction care), broadband, and the like, and this may also include plans to more effectively coordinate and braid such other sources of funding. Note that EDA will be cognizant of the different base levels of funding available in a region. An applicant will not be less competitive if there are simply fewer of these resources available to be leveraged. Rather, applicants will be more competitive to the extent that they are able to leverage what resources are available in a community.

More specific and concrete partner commitments will be required in Phase 2 (see section A.1.f.i. for examples). Matching dollars are not required in Phase 1 or Phase 2. Matching dollars will be considered in Phase 2 but so will other complementary projects or initiatives that support the Recompete goals.

f. Implementation Grants

EDA will award Implementation Grants competitively under the forthcoming Recompete Pilot Phase 2 NOFO to a subset of eligible entities with Recompete Plans approved under this Recompete Pilot Phase 1 NOFO (*i.e.*, Finalists). Because Recompete Plans submitted for approval will identify programs and activities that would be carried out with Implementation Grants, understanding what EDA may fund with Implementation Grants is critical.

Implementation Grants can fund a wide range of non-construction and construction activities that aim to increase regional capacity across the following four broad categories: workforce development; business and entrepreneur development; infrastructure; and additional planning, predevelopment, or technical assistance.[6] The program is designed to provide significant flexibility for applicants to address the necessary physical, social, and economic barriers to jobs and career pathways. Given the nature of the program, EDA may make investments in areas it historically has not funded. For example, EDA understands there may be a suite of necessary interventions to increase employment, job quality, and wages, such as wraparound services. However, applicants will need to clearly explain how any requested EDA investments directly serve the purpose of the program and can clearly demonstrate intended economic development results.

This large suite of eligible activities is designed to meet the individual needs and address the causes of high PAEG and low wages in a particular place. In each region selected for Implementation Grants, EDA expects to fund approximately 3-8 Implementation Grant projects that aim to collectively address the region's key inhibitors of prime-age employment participation and low wages at a total funding level that depends on the area of eligibility.

The section immediately following this one (section A.1.f.i below) contains illustrative examples of possible project ideas for both types of areas. EDA encourages applicants to propose the interventions that are best suited for their area, that can achieve measurable outputs and outcomes, and be achieved on schedule and within the planned budget. EDA's goal is to ensure applicants build Recompete Plans based on a deep understanding of the specific labor force dynamics of their community.

See section B.1. for expected funding levels. While the amount requested and awarded will depend heavily on the types of interventions a particular place needs, efforts to create jobs may require larger investments in public assets, and efforts to connect workers to existing jobs may be more programmatic

[6] See 15 U.S.C. § 3722b(c) for a more comprehensive list of allowable activities within these four broad categories.

and thus cost less. Accordingly, it will be critical for applicants in Phase 2 to explain why the requested amount is appropriate for the interventions identified as necessary for that region and for the number of people expected to be newly employed based on those interventions.

i. What are some examples of Recompete Pilot Program implementation investments?

EDA expects Implementation Grants will fund two general economic development intervention approaches: creating new good jobs in the region and connecting people to existing jobs. The specific projects that are necessary to accomplish these types of interventions may be different, and below EDA has provided illustrative examples of projects for each approach. These illustrative examples are intended only as a reference for applicants as they are developing ideas for their Recompete Plans.

Areas where more jobs are needed in general to close the PAEG (**and increase career pathways and wages)** are encouraged to clearly articulate a strategy that reflects labor market conditions, **creates** new quality job opportunities, and demonstrates how those new jobs will go to existing unemployed and underserved or non-participating residents. Areas that need to create more good jobs might fund:

- Critical enabling infrastructure (*e.g.*, brownfield redevelopment, workforce training centers near workers)
- Anchor institution partnerships (*e.g.*, anchor firms, ports, community colleges, universities, hospitals, etc.)
- Economic development capacity and leadership (*e.g.*, governance, etc.)
- Sector-specific support and training for high-demand local sectors and jobs (*e.g.*, a sectoral partnership, funding intermediaries to support employers with inclusive workforce development, etc.)
- Remote worker training and connection programs (*e.g.*, with employers outside a labor market)
- Wraparound or supportive services (*e.g.*, child/long-term care, onsite health services, transportation assistance, as appropriate)

Areas in proximity of good jobs (*e.g.*, neighborhoods, suburbs near employment centers) are encouraged to consider how their Recompete Plan **connects** workers to and keeps them employed at existing jobs within the broader labor market through active labor market policies, wraparound services, or other needed interventions. An area nearby to existing jobs that needs to connect people to them might fund:

- Sector-specific workforce training that reflects the existing employment conditions with employer commitments (see below for examples) that bring together employers and workers and create economies of scale for high-demand jobs (*e.g.*, a sectoral partnership, Registered Apprenticeship and pre-apprenticeship programs, community college programs, funding intermediaries to support employers with inclusive workforce development, etc.)
- Consistent and reliable transportation, usually providing access to existing transportation, but potentially investing in infrastructure, bus lines, etc.
- Wraparound or supportive services (*e.g.*, child/long-term care, onsite health services, transportation assistance, as appropriate)

- Other active labor market support (*e.g.*, community mentorship programs, job search assistance, post-placement success coaching, neighborhood employment hubs)

- Economic development capacity and leadership (*e.g.*, governance, etc.)

EDA encourages applicants to propose the interventions that are most applicable to their local conditions, whether or not they are on the above lists of illustrative examples.

EDA expects workforce development activities to be in line with DOC's workforce best practices,[7] support placement into good jobs and incorporate worker input into their design and delivery. For more information on the definition of good jobs, please review DOC's and the Department of Labor's Good Jobs Principles , which describe a shared federal vision for job quality.

ii. What commitments to policy change and outcomes are expected?

EDA's investments are most effective when combined with local action to change or reform policies, practices, and outcomes that make it harder for people to access work. Regardless of whether an applicant is connecting workers to jobs or creating new jobs, **EDA anticipates all successful Phase 2 awardees will have credible, specific, and timely commitments to making such changes in their communities**. While firm hiring commitments are critically important to reducing the PAEG in a region, there are many other things firms, state and local governments, foundations, institutions of higher education, and others can do to improve local communities. Some of the most important ways a community can unlock economic opportunity is for the local public and private sector to operate differently and cooperatively. Phase 1 applicants should begin thinking about commitments, though fully developed and agreed upon commitments are not expected until Phase 2.

Examples of commitments to policy change and outcomes might include:

- Anchor institutions such as firms, hospitals, and universities work together to develop standardized hiring requirements for certain occupations
- Private-sector commitments to recruitment in a particular distressed neighborhood or geography
- Eliminating four-year degree requirements for certain occupations and support for employers to adopting skills-based recruitment and hiring practices
- Aligning new investments and programming with existing benefits like SNAP, affordable housing programs, and Medicaid
- Data sharing agreements between state and local agencies, as well as local service providers, to improve service delivery and support
- New leadership roles hired within public, private, and educational institutions focused on economic opportunity within distressed communities
- Procurement decisions to support distressed communities and businesses owned by underrepresented populations
- Local transportation agencies removing physical barriers to job opportunities by increasing or improving access to and convenience of public transportation

[7] See https://www.commerce.gov/issues/workforce-development.

- Other commitments to improving the area and supporting workers, such as increasing supply of and providing access to affordable housing and high-quality child/long-term elder care

Ultimately, the Recompete Pilot Program is meant to allow maximum flexibility for applicants to propose the investments and policy changes needed for their community to thrive. EDA encourages applicants to be bold and creative in thinking about local commitments to action.

2. Statutory Authorities for EDA's Recompete Pilot Program

The statutory authority for this program is section 29 of the Stevenson-Wydler Technology Innovation Act of 1980 (15 U.S.C. § 3722b).

B. Federal Award Information

1. What Funding Is Available Under this Announcement?

Across the Consolidated Appropriations Act, 2023 and the Disaster Relief Supplemental Appropriations Act, 2023 (both enacted in Public Law 117-328), Congress appropriated EDA $200,000,000 to remain available until expended to implement the Recompete Pilot Program.

If an applicant is awarded funding, neither DOC nor EDA is under any obligation to provide any future funding in connection with that award or to make any future award(s). Amendments or renewals of an award to increase funding or to extend the period of performance are at the sole discretion of DOC and EDA.

Publication of this announcement does not obligate DOC or EDA to award any specific grant or cooperative agreement or to obligate all or any part of available funds. The granting of any award is subject to the availability of funds at the time of award as well as to DOC priorities at the time of award. Neither DOC nor EDA will be held responsible for application preparation costs.

Applicants to this Phase 1 NOFO must choose whether they are pursuing a Strategy Development Grant, approval of a Recompete Plan, or both. EDA anticipates approximately $6,000,000 to $12,000,000 in total being awarded in Phase 1 as Strategy Development Grants of between $250,000 and $500,000 each, and up to $750,000 only in rare circumstances.

EDA expects to approve at least 20 Recompete Plans. Recompete Plan approval itself does not come with any funding although EDA may award a Strategy Development Grant to an applicant that also has its Recompete Plan approved. Recompete Plan approval also serves as a prerequisite to participating in Phase 2 of the competition and applying to the Phase 2 Implementation NOFO. **Thus, if an applicant would like to apply for Implementation funding under the upcoming Phase 2 NOFO, it should apply for Recompete Plan approval under this Phase 1 NOFO**. During Phase 2, EDA anticipates funding 4-8 Implementation Grants with grants to Local Labor Markets averaging approximately $50,000,000 and grants to Local Communities averaging approximately $20,000,000, though amounts for each awardee will depend on multiple factors. See sections A.1.e. and A.1.f. of this NOFO for more information on how the award amounts may vary depending on the type of intervention (*e.g.*, in general, creating jobs is more costly than connecting people to existing jobs).

Note that the range and averages above will necessarily be less than the maximum amount a region could potentially receive if calculated using the formula in 15 U.S.C. § 3722b(f) or (j)(9) because this is a pilot program and limited funding is available. Further, in no event in Phase 2 will EDA surpass the maximum amount for a region that results from application of the formula in 15 U.S.C. § 3722b(f) or (j)(9). This maximum amount applies over the life of the Recompete Pilot Program and is not necessarily the amount the entity will receive in the initial Phase 2 competition.

For Tribal areas or Pacific Ocean Territories, due to the data being unavailable at this time, determining anticipated grant amounts for Phase 2 is particularly difficult. For those two types of areas, the maximum grant amount in Phase 2 will be $20 million (or a lesser amount requested that is appropriate to the scale of the proposal) or the result of the formula found in 15 U.S.C. § 3722b(f) for Pacific Ocean Territories or the combination of 15 U.S.C. § 3722(f) and (j)(9) for Tribes, provided that the Territory or Tribe submits the required top-line data and a certification of its accuracy.

Depending on demand under this NOFO, EDA may exercise its discretion to adjust the total amount available between the Phase 1 and Phase 2 NOFOs to ensure funds are used to maximum effect.

2. What Type of Funding Instrument Will Be Used to Make Awards? How Long Will a Project's Period of Performance Be?

Funding Instrument: Subject to the availability of funds, EDA may award grants or cooperative agreements to eligible applicants, but EDA expects most awards to be cooperative agreements. EDA will award a cooperative agreement on a case-by-case basis if substantial agency involvement is required. For a cooperative agreement, the nature of EDA's "substantial involvement" (to be included in the terms and conditions of the award) will generally be collaboration between EDA and the recipient on the scope of work, including administering subawards to other coalition members. However, other possible examples of EDA's "substantial involvement" may include, but are not limited to: (i) authority to halt immediately an activity if detailed performance specifications are not met; (ii) stipulation that the recipient must meet or adhere to specific procedural requirements before subsequent stages of a project may continue; (iii) involvement in recipient's selection of key personnel; and (iv) operational involvement and monitoring during the project to ensure compliance with statutory requirements.

Period of Performance: The period of performance for a given Phase 1 Strategy Development project may vary depending on the scope of work. EDA expects that most projects will range from 18 to 36 months. EDA expects that all projects will proceed efficiently and expeditiously.

C. Eligibility Information

1. Eligible Applicants

Eligible applicants under this NOFO include: (i) a unit of local government; (ii) the District of Columbia; (iii) a territory of the United States; (iv) a Tribal government; (v) political subdivisions of a State or other entity, including a special-purpose entity engaged in economic development activities; (vi) a public entity or nonprofit organization, acting in cooperation with the officials of a political subdivision of a State or other entity described in (v); (vii) an economic development district; and (viii) a coalition of any of the above entities that serve or are contained within an eligible geographic area.

2. EDA Investment Rate

In general, Phase 1 Strategy Development grants, as described in section A.1.c., will be awarded with a maximum 100% federal grant rate (*i.e.*, no local match required).

As there is no funding associated with Recompete Plan approval, there is no relevant federal grant rate or local matching requirement.

Matching dollars are not required in Phase 1 or Phase 2. Matching dollars will be considered a competitive factor in Phase 2 but so will other complementary projects or initiatives that support the Recompete goals.

D. Application and Submission Information

There are separate application requirements depending on whether an applicant is seeking a Strategy Development Grant or Recompete Plan approval. An applicant seeking both a Strategy Development Grant and Recompete Plan approval must complete both sets of application requirements. No matter the element of this Recompete Pilot Phase 1 NOFO an applicant is pursuing (*i.e.*, Strategy Development Grant, Recompete Plan approval, or both), an applicant must submit a complete application, as detailed in section D.2. of this NOFO, to be considered for funding. However, some content is expected to overlap between the applications (proposed service area, underlying arguments, etc.) can be repeated across both narratives, and identical letters of support, CD-511, and SF-LLL may be submitted for both applications.

Applicants who apply for both a Strategy Development Grant and Recompete Plan approval may receive a Strategy Development Grant, Recompete Plan approval, both, or neither because, as explained in greater detail in section E, Strategy Development Grant and Recompete Plan applications are evaluated separately and against different but complementary merit criteria.

EDA intends to review each application expeditiously upon receipt of the complete application. EDA may request additional documentation or information from the applicant to make an eligibility determination. EDA also may, in its sole discretion, continue review of any application with minor defects or errors, while the applicant supplies the missing information. EDA will reject any documentation of eligibility that the agency determines is inaccurate or incomplete, which may cause the application to be rejected. Please see section E of this NOFO for more information on award criteria, and the review and selection process.

1. Obtaining an Application and Electronic Submission through EDGE

An applicant must obtain, complete, and submit an application electronically through the Economic Development Grants Experience (EDGE) at sfgrants.eda.gov. EDA will not accept paper, facsimile, or email transmissions of applications except as provided below. In order to obtain and submit an application through EDGE, an applicant must register for an EDGE account at sfgrants.eda.gov. As part of the registration process, you will register one Authorized Representative for your organization, however, multiple points of contact may be registered or added by the applicant to the application workspace to view or work on completing the application. The Authorized Representative will be the only official with the authority to submit applications.

a. Verification of Submission

Applicants should save and print written proof of an electronic submission made through EDGE. Applicants, specifically the Authorized Representative submitting the application and materials, will receive a time and date stamped email from EDGE confirming the submission and receipt of the application and other required documents.

Applicants should save and print both the confirmation screen provided on EDGE after the applicant has submitted an application and the confirmation email sent when the application has been successfully submitted.

It is the applicant's responsibility to verify that its submission was timely received and submitted successfully through EDGE. To see the date your application was submitted, log on to EDGE and click on the Submitted Application section from the Home Page.

If you experience a systems issue with EDGE, see section D.7. below for instructions.

b. Alternatives to Submission through EDGE

To accommodate an applicant's accessibility requirements, a paper version of this application may be obtained by contacting the appropriate POC listed in section G of this NOFO. Or if an applicant is otherwise unable to submit an application through EDGE for reasons beyond the control of the applicant, EDA, in its sole discretion, may pre-approve in writing submission via an alternate method (*e.g.*, email).

2. Content and Form of Applications

a. What is required for a complete Strategy Development Grant application?[8]

The following table provides a complete list of documents required for a complete application for a Strategy Development Grant.

(1) One Form SF-424 (Application for Federal Assistance).
(2) Letters of Support Letters evidencing the support of key partners in the execution of the Strategy Development Grant. If the applicant is a coalition, there should also be one letter from the coalition lead member that lays out that member's role.
(3) One Project Narrative (not to exceed five 8.5x11-inch pages, with a minimum 12-point font and 1-inch margins) that discusses in detail all the requirements outlined in sections A.1.c. and A.1.d. of this NOFO, including addressing all the evaluation factors listed in section E.1.a. of this NOFO; identifies the relevant eligible geographic area through a screenshot from the Mapping Tool (or by providing data showing eligibility if the geography is not reflected in the Mapping Tool) and the proposed service area; and the uses to which the applicant will put the funds if awarded. An Eligible/Service Area List Template is provided at https://www.eda.gov/sites/default/files/2023-06/Recompete_Eligible-Service_Area_List_Template_vF.xlsx. If more than five pages of

[8] In the event of discrepancies between instructions provided in any of the forms and this NOFO, the requirements for complete applications as stated in this NOFO will control.

Project Narrative is submitted, only the first five pages will be reviewed. The Mapping Tool screenshot and Eligible/Service Area List Template do not count toward the page limit.

(4) One Form SF-424A (Budget Information—Non-Construction Programs).

(5) One Strategy Development Budget Narrative that clearly identifies and justifies how funds in each line item of the budget (Form SF-424A) will be used to support the proposed project. The Budget Narrative should specifically address each budget line item, and the narrative total should match the total project costs listed in both the SF-424 question 18, line g, and SF-424A. A template budget narrative is provided at https://www.eda.gov/sites/default/files/2023-06/Recompete_Strategy_Development_Budget_Narrative_vF.xlsx.

(6) One Form CD-511 (Certification Regarding Lobbying).

(7) One Form SF-LLL (Disclosure of Lobbying Activities), if applicable. Form SF-LLL is only required if the applicant has reportable lobbying activities.

(8) Indirect Cost Rate Documentation (If Applicable). See section D.2.d. for more information on this requirement.

(9) SPOC Documentation (if applicable). See section D.4 for more information on this requirement.

All documentation and data submitted should be current and applicable as of the date submitted. Applicants are encouraged to contact the appropriate POC for technical assistance before submitting an application. EDA staff members are available to provide applicants with technical assistance regarding application requirements. Additionally, EDA may contact the applicant to clarify application materials received.

b. What is required for consideration of a Recompete Plan?

The following table provides a complete list of documents required for consideration of a Recompete Plan for potential approval:

(1) Letters of Support Letters evidencing the support each partner is committing to the Recompete effort. If the applicant is a coalition, there should also be one letter from the coalition lead member that lays out that member's role.

(2) Recompete Plan (not to exceed 8 8.5x11-inch pages, with a minimum 12-point font and 1-inch margins) that identifies the relevant eligible area through a screenshot from the Mapping Tool (or provides data showing eligibility if the geography is not reflected in the Mapping Tool) and the proposed service area, and addresses the six key Recompete Plan elements described in section A.1.e. of this NOFO. An Eligible/Service Area List Template is provided at https://www.eda.gov/sites/default/files/2023-06/Recompete_Eligible-

Service_Area_List_Template_vF.xlsx. If more than 8 pages of Project Narrative is submitted, only the first 8 pages will be reviewed. The Mapping Tool screenshot and Eligible/Service Area List Template do not count toward the page limit.

(3) One High-Level Recompete Plan Budget Narrative that clearly identifies its 3-8 proposed projects and high-level budget estimates for each project. A template budget narrative is provided at https://www.eda.gov/sites/default/files/2023-06/High-Level_Recompete_Plan_Budget_Narrative_vF.xlsx. The Budget Narrative helps provide some of the information required in element #2 in section A.1.e. of this NOFO (strength of strategy and quality of investments) and does not count toward the 8-page limit for the Recompete Plan.

(4) One Form CD-511 (Certification Regarding Lobbying).

(5) One Form SF-LLL (Disclosure of Lobbying Activities), if applicable. Form SF-LLL is only required if the applicant has reportable lobbying activities.

All documentation and data submitted should be current and applicable as of the date submitted. Applicants are encouraged to contact the appropriate POC for technical assistance before submitting an application. EDA is available to provide applicants with technical assistance regarding application requirements. Additionally, EDA may contact the applicant to clarify application materials received.

c. What do we need to submit if we apply for both a Strategy Development Grant and Recompete Plan approval?

Applicants applying for both a Strategy Development Grant and Recompete Plan approval must submit two applications. That is, to apply for both a Strategy Development Grant and Recompete Plan approval, an eligible entity must submit all materials listed in sections D.2.a. and D.2.b. above (refer to the respective section above for a full description of each required document). However, some content is expected to overlap between the applications (proposed service area, underlying arguments, etc.) can be repeated across both narratives, and identical letters of support, CD-511, and SF-LLL may be submitted for both applications.

d. Environmental and Historic Preservation Requirements

Each application will be reviewed by EDA for compliance with the National Environmental Policy Act (NEPA) of 1969, as amended. Most planning and technical assistance activities funded under this NOFO will not require an environmental impact statement (EIS) or an environmental assessment (EA), as EDA's experience has shown such activities do not significantly affect the quality of the human environment. However, EDA will be alert to extraordinary circumstances that would require an EIS or an EA for activities funded under this NOFO, and EDA may require an applicant to submit additional information related to environmental review.

e. Copy of Negotiated Indirect Cost Rate Agreement (if applicable)

If indirect costs are included in the budget for a Strategy Development Grant application, the applicant must include documentation to support the indirect cost rate they are using (unless claiming the 10 percent de minimis indirect cost rate, discussed below). The applicant must submit a copy of its current, approved, and negotiated indirect cost rate agreement (NICRA). The maximum dollar amount of allocable indirect costs for which EDA will reimburse a recipient will be the lesser of the (i) line-item amount for the federal share of indirect costs contained in the EDA approved budget for the award, or (ii) federal share of the total allocable indirect costs of the award based on either (i) the indirect cost rate approved by EDA (or applicable cognizant federal agency), provided that the cost rate is current at the time the costs were incurred and provided that the rate is approved on or before the award end date, or (ii) other acceptable documentation as indicated below.

If the applicant does not have a current or pending NICRA, it may propose indirect costs in its budget; however, the applicant must prepare and submit an allocation plan and rate proposal for approval within ninety calendar days from the award start date (unless claiming the 10 percent de minimis indirect cost rate, discussed below). See 2 C.F.R. part 200 Apps. III, IV, V, VI, VII for guidance. The allocation plan and the rate proposal shall be submitted to EDA's Office of Regional Affairs (or the applicable cognizant federal agency). The applicant should include a statement in its Strategy Development Budget Narrative that it does not have a current or pending NICRA and will submit an allocation plan and rate proposal to EDA or the applicant's cognizant federal agency for approval.

In accordance with 2 CFR § 200.414(f), an applicant that does not have a current negotiated or provisional NICRA, may elect to charge a de minimis rate of 10 percent of modified total direct costs (subject to the exceptions of § 200.414(f)). No documentation is required to justify the 10 percent de minimis indirect cost rate; however, an applicant electing to charge a de minimis rate of 10 percent must include a statement in its Budget Narrative that it does not have a current negotiated (including provisional) rate and is electing to charge the de minimis rate.

If the applicant is a state or local unit of government that receives less than $35 million in direct federal funding per year it may submit any of the following:

- a NICRA;
- a Certificate of Indirect Costs from the Department of the Interior (DOI) or EDA (See: https://www.eda.gov/sites/default/files/filebase/archives/2021/files/tools/grantee-forms/Certificate-of-Indirect-Costs-template.pdf);
- an acknowledgment received from EDA and a Certificate of Indirect Costs in the form prescribed at 2 C.F.R. pt. 200, app. VII; or
- a Cost Allocation Plan approved by a federal agency (note that cost allocation plans or indirect cost rates approved by state agencies are not acceptable).

f. Unique Entity Identifier (UEI) and System for Award Management (SAM)

Applicants are required to: (i) be registered in SAM; (ii) provide a valid unique entity identifier (UEI) in the application; (iii) make certain certifications (see also section H.5 of this NOFO); and (iv) continue to maintain an active SAM registration with current information at all times during which they have an active federal award, or an application or plan under consideration by a federal awarding agency. EDA may not make a federal award to an applicant until the applicant has complied with all applicable UEI and SAM requirements and, if an applicant has not fully complied with the requirements by the time EDA is ready to make an award, EDA may determine that the applicant is not qualified. Recipients will be

subject to reporting requirements, as identified in OMB guidance published at 2 C.F.R. parts 25 and 170. All subawardees must have a UEI before any subawards are made.

3. Submission Dates and Times

This is a two-phase competition. The deadline for Phase 1 Applications is **11:59 p.m. Eastern Time on October 5, 2023**. Applications received after this deadline will not be reviewed or considered. Only those whose Recompete Plans are approved in Phase 1 will be permitted to apply to Phase 2. It is anticipated that the Notice of Funding Opportunity for Phase 2 will be made available in winter 2023.

EDA may amend, cancel, or withdraw the Recompete Pilot Phase 1 NOFO at any time.

4. Intergovernmental Review

Applications for Strategy Development Grants submitted under this Recompete Pilot Phase 1 NOFO are subject to the requirements of Executive Order (EO) 12372, "Intergovernmental Review of Federal Programs," if a State has adopted a process under EO 12372 to review and coordinate proposed Federal financial assistance and direct Federal development (commonly referred to as the "single point of contact review process"). All applicants must give States and local governments a reasonable opportunity to review and comment on the proposed Project, including review and comment from area-wide planning organizations in metropolitan areas. To find out more about a State's process under EO 12372, applicants may contact their State's Single Point of Contact (SPOC). Names and addresses of some States' SPOCs are listed on OMB's website at https://www.whitehouse.gov/wp-content/uploads/2020/04/SPOC-4-13-20.pdf.

Based on the applicant's State, EDA requires the following documentation:

State does not participate	No documentation required—check SF-424 box 19(c).
State participates; this grant program not subject to review	Documentation (*e.g.*, a State executive order, a letter from the SPOC) showing that this grant program is not subject to review—provide the documentation as an attachment to the application and check SF-424 box 19(b).
State participates; this grant program subject to review	Documentation (*e.g.*, a letter from the SPOC) with comments or indicating that this project was not selected for review, or, if the comment period has expired or comments were not received, a copy of the applicant's request for comments (*e.g.*, email)—provide the documentation as an attachment to the application and check SF-424 box 19(a).

5. Funding Restrictions

EDA may reimburse pre-award project costs under this NOFO but only with advance approval by the Grants Officer. Under no circumstances will EDA or DOC be held responsible for application preparation expenditures, which are distinguished from pre-award project costs.

It is DOC policy that funds may not be used to pay for management fees in excess of costs or profits, unless statutorily authorized. Additionally, the use of project funds to make equity or hybrid investments in businesses is not an allowable cost.

Funds may not be used, directly or indirectly, as an offset for other funds, to support or oppose collective bargaining.

6. Other Submission Requirements

After EDA reviews an application, EDA may contact the applicant to request additional documentation to clarify or substantiate submitted application materials, depending on the type of project proposed. Examples of additional documentation may include, but are not limited to, title verification, documentation of the value of in-kind contributions, evidence all funding is available and committed to the project, proof of eligibility (*e.g.*, organizational documentation such as articles of incorporation, bylaws, and a current certificate of good standing), or documentation required for environmental or legal compliance. This additional documentation will be required to ensure that the proposed project complies with all applicable rules and regulations prior to EDA's issuance of an award. EDA will provide applicants a reasonable amount of time to provide any additional documentation. Failure to provide complete and accurate supporting documentation in a timely manner when requested by EDA may result in the denial of an application.

7. EDGE Systems Issues

If you experience a systems issue with EDGE (*i.e.*, a technical problem or glitch with the platform) that you believe threatens your ability to complete a submission, please (i) print any error message received; (ii) email the help desk at GrantHDSupport@eda.gov; and (iii) contact EDA using the contact information in section G. of this Phase 1 NOFO. Please be sure to track your issue using a case number given to you by the help desk. Please note that problems with an applicant's computer system or equipment are **not** considered systems issues. Similarly, an applicant's failure to, *e.g.*, (i) complete the required registration, (ii) ensure that a registered Authorized Representative submits the application, or (iii) notice receipt of an email message from EDGE are **not** considered systems issues. An EDGE issue is an issue occurring in connection with the operations of the website itself, such as the temporary loss of service due to unexpected volume of traffic or failure of information technology systems, both of which are highly unlikely. In the event of a confirmed systems issue, EDA reserves the right to accept an application in an alternate format.

Applicants should go to sfgrants.eda.gov and click on the Resources page for assistance in navigating EDGE and for a list of useful resources.

E. Application Review Information

Throughout the review and selection process, EDA reserves the right to seek clarification in writing from applicants whose application packages are being reviewed. EDA may additionally ask applicants to clarify application materials, objectives, and work plans, or modify budgets or other specifics necessary to comply with Federal requirements. EDA may also use statistical methods to normalize the scoring. EDA will screen submitted materials to verify that all required forms are complete, and all required documentation is included. Applications that do not contain all elements listed in section D.2 will not be reviewed, with limited exceptions where non-substantive missing information or forms can be supplied after original submission.

As discussed further in the sections below, Strategy Development Grants and Recompete Plan Approvals each have their own review, evaluation, and selection processes.

1. **Criteria, Review, and Selection Process**

   a. **Strategy Development Grants Review**

All complete applications for Strategy Development Grants will undergo a two-step review. First, they will be reviewed by at least three individuals and scored against the below criteria. Fifteen points can be earned for each competitive factor listed below, with 60 points the maximum total that can be earned.

(1) The extent to which the applicant demonstrates an understanding of the conditions that led to high prime-age employment gaps in the region and has a preliminary idea of the assets and potential interventions that could address the challenges (15 points);
(2) The proposed activities' potential to prepare the region to identify and implement place-based interventions to increase prime-age employment opportunities, including among underserved workers (15 points);
(3) The eligible entity's organizational and leadership capacity, including its capacity to engage necessary local partners inclusively and equitably and garner private-sector, public-sector, and philanthropic commitments (15 points); and
(4) The extent to which the project budget is efficient and appropriate to the activities to be undertaken (15 points).

EDA will sort the resultant scores into tiers of similarly scored applications, and top tiers will advance to a second level review by an investment review committee (IRC) of at least three reviewers who did not participate in the initial scoring. The IRC will review the awards collectively using the same criteria listed above as well as relevant selection criteria. Based on this group evaluation, the IRC will recommend to the Grants Officer which applications to fund and how to apply the selection factors discussed in section E.2. below.

   b. **Recompete Plan Approval Review**

All Recompete Plans will undergo a two-step review. First, they will be evaluated by at least three reviewers and scored against the below criteria. Points can be earned for each competitive factor listed below, with 72 points the maximum total that can be earned:

(1) Understanding of regional conditions and needs (15 points);
(2) Strength of strategy and quality of potential investments (15 points);
(3) Equity, inclusivity, accessibility, and diversity (15 points);
(4) Regional assets (9 points);
(5) Targeted geographic approach (9 points); and
(6) Partnerships and potential commitments (9 points).

EDA will sort the resultant scores into tiers of similarly scored applications, and top tiers will advance to a second level review by an IRC of at least three reviewers who did not participate in the initial scoring. The IRC will review the applications collectively using the same criteria listed above and relevant selection criteria. Based on this group evaluation, the IRC will recommend a list for the Grants Officer of recommended Recompete Plan approvals and how to apply the selection factors discussed in section E.2. below.

Only applicants with approved Recompete Plans will be permitted to apply for Implementation funding under the forthcoming Recompete Pilot NOFO 2. EDA's final decision on whether to fund a project is dependent upon the ability of the applicant to provide sufficient documentation of the project's compliance with applicable rules and regulations.

c. Due Diligence

If an application is recommended for funding and/or approval of a Recompete Plan, the applicant still may have to complete certain due diligence requirements and submit additional documents and information to allow EDA to fully evaluate compliance with applicable rules and regulations, including organizational documentation such as articles of incorporation, bylaws, and a current certificate of good standing. If the applicant provides the requested information and supporting documentation in a timely fashion and EDA determines the project is fully compliant with applicable rules and regulations, the application will be forwarded to the Grants Officer for a final decision. Applicants that do not provide the additional information and supporting documentation in a timely fashion or who are deemed not to be in compliance with applicable rules and regulations will receive notification their application was not successful.

d. Security, Resilience, and Cybersecurity

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against all hazards, including physical and cyber risks, consistent with Presidential Policy Directive 21 - Critical Infrastructure Security and Resilience[9] and the National Security Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems.[10] Each applicant selected for Federal funding under this notice must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by the Department and the Department of Homeland Security, will be required to do so before receiving funds.

Regarding Cybersecurity, applicants must describe measures taken to ensure that practices are consistent with current industry best practices for cybersecurity, such as the NIST Cybersecurity Framework[11] and Cybersecurity and Infrastructure Security Agency (CISA) Cybersecurity Performance Goals (CPGs).[12] These performance goals provide a baseline set of cybersecurity practices broadly applicable across critical infrastructure with known risk-reduction value, a benchmark for critical infrastructure operators to measure and improve their cybersecurity maturity, and a combination of recommended practices for IT and OT owners, including a prioritized set of security practices.

[9] Presidential Policy Directive/PPD-21, Critical Infrastructure Security and Resilience (Feb. 12, 2013).
[10] National Security Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems (Jul. 28, 2021).
[11] National Institute of Standards and Technology, Framework for Improving Critical Infrastructure Cybersecurity Version 1.1 (Apr. 16, 2018).
[12] Cybersecurity & Infrastructure Security Agency, Cross-Sector Cybersecurity Performance Goals, https://www.cisa.gov/cross-sector-cybersecurity-performance-goals.

2. Grants Officer's Decision

Strategy Development Grant applications recommended for funding and Recompete Plans recommended for approval that are also deemed fully compliant with applicable rules and regulations will be forwarded for final selection review and approval by the Grants Officer. The Grants Officer will select a portfolio of Strategy Development Grants to fund and Recompete Plans to approve based on the recommendations of the respective IRCs and the selection factors listed below. The final portfolio may differ from the recommendations of the respective IRCs to ensure the selection factors below are adequately met:

i. The extent to which the application meets the overall objectives of section 29 of Stevenson-Wydler (15 U.S.C. § 3722b);

ii. The applicant's performance under previous Federal financial assistance awards, including whether the grantee submitted required performance reports and data;

iii. The availability of program funding;

iv. The extent to which the application includes a feasible plan that accounts for the specific needs of historically underserved areas and populations with a high likelihood that those populations will realize an equitable share of the project's benefits;

v. The extent to which the project is located in a geography that has experienced persistent economic distress; and

vi. To achieve balance in the portfolio geographically and across community types, underserved populations, industry focuses, and proposed interventions for areas experiencing different root causes to high unemployment and/or low labor force participation.

The Grants Officer will prepare a final list of recommendations for funding and approved Recompete Plans and document the rationale for his or her selections.

3. Review of Responsibility/Qualification Information in SAM.gov

EDA, prior to making a Federal award with a total amount of Federal Share greater than the simplified acquisition threshold, is required to review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (formerly FAPIIS). See 41 U.S.C. § 2313.

Each applicant, at its option, may review information in the designated integrity and performance system accessible through SAM and comment on any information about itself that a Federal awarding agency previously entered and is currently in the designated integrity and performance system accessible through SAM. EDA will consider any comments by the applicant, in addition to the other information in the designated integrity and performance system, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants as described in 2 C.F.R. § 200.206.

F. Federal Award Administration Information

1. Federal Award Notice

If an applicant successfully and timely completes all due diligence requirements and the application is selected for funding, EDA will notify the successful applicant in writing. This notice is not an authorization to begin work, however; work should not be undertaken until the award is signed by EDA and the applicant's authorized representative, as discussed below.

The EDA Grants Officer will issue the award (Notice of Award), which is the authorizing financial assistance award document and includes Specific Award Conditions and the DOC Financial Assistance Standard Terms and Conditions (DOC ST&Cs), as described in section F.2.b., below.

By accepting the Notice of Award, the applicant agrees to comply with all award provisions. EDA will provide the Notice of Award to the applicant's authorized representative through EDGE. The applicant's authorized representative must review and accept the Notice of Award without modification within 30 calendar days of the date of receipt.

If an applicant is awarded funding, neither DOC nor EDA is under any obligation to provide any additional future funding in connection with that award or to make any future award(s). Amendment or renewal of an award to increase funding or to extend the period of performance is at the discretion of DOC and EDA.

EDA will notify unsuccessful applicants in writing to the applicant's authorized representative. EDA will retain unsuccessful applications in accordance with EDA's record retention schedule.

2. Administrative and National Policy Requirements

a. Uniform Administrative Requirements, Cost Principles, and Audit Requirements

Recipients of an EDA award will be bound by the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance) as set forth in 2 C.F.R. part 200.

b. DOC Financial Assistance Standard Terms and Conditions

Recipients of all non-construction EDA awards will be bound by the DOC ST&Cs applicable on the date of the award. The DOC ST&Cs may be accessed at the following website: http://www.osec.doc.gov/oam/grants_management/policy/default.htm.

Recipients of an EDA construction award will be bound by EDA's Construction ST&Cs. The Construction ST&Cs may be accessed at https://www.eda.gov/grant-resources/find-grant-resources/grantee-guidance/construction-awards under the header "Standard Terms and Conditions for RLF and Construction Projects."

Recipients of DOC financial assistance are obligated to comply with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color or national origin, and Section 504 of the Rehabilitation Act of 1973, which prohibits discrimination against people with disabilities, in Federally assisted programs or activities.

c. DOC Pre- Award Notification Requirements

DOC will apply the Pre-Award Notification Requirements for Grants and Cooperative Agreements effective December 26, 2014, 79 Fed. Reg. 78,390. The Pre-Award Notice may be accessed at the

Government Printing Office (GPO) website at https://www.govinfo.gov/content/pkg/FR-2014-12-30/pdf/2014-30297.pdf.

3. Reporting

a. Report Frequency and Format

All recipients are required to submit financial, performance, and impact reports in accordance with the terms and conditions of the grant award, generally no less than semi-annually. All project progress and financial reports must be submitted to the applicable EDA program officer in an electronic format to be determined at the time of award.

b. Federal Funding Accountability and Transparency Act of 2006

The Federal Funding Accountability and Transparency Act of 2006 includes a requirement for awardees of applicable Federal grants to report information about first-tier subawards and executive compensation under Federal assistance awards issued in FY 2011 or later. All awardees of applicable grants and cooperative agreements are required to report to the Federal Subaward Reporting System (FSRS) available at www.FSRS.gov on all subawards over $30,000. See 2 C.F.R. part 170.

c. Performance Reporting and Evaluation

EDA will require additional data on activities, outputs, and outcomes of the funded investment, in part to fulfill the requirements of the Government Performance and Results Act (GPRA). EDA anticipates that recipients will be expected to track their engagement activities within the scope of work, with project beneficiaries, and other project stakeholders. EDA further anticipates recipients will be expected to collect data, using surveys of beneficiaries or clients if necessary, on the outputs and outcomes of project activities, such as jobs created/retained, private investment attracted, the number of strategic plans or economic development tools developed, the number of new business partnerships formed, or the range of new capabilities acquired. EDA plans to collect this information using Forms ED-915 (Public Works, Economic Adjustment Infrastructure and Revolving Loan Fund Investments), ED-916 (Semi-annual Program Outputs Questionnaire for EDA grantees), ED-917 (Annual Capacity Outcomes Questionnaire for EDA Grantees serving clients), and ED-918 (Annual Capacity Outcomes Questionnaire for EDA Grantees). For more information, please refer to https://www.eda.gov/performance/gpra. EDA may also engage with external entities to perform third-party program evaluations, which will require cooperation between the grantee, organizations within their service area, and the evaluating institution(s).

d. Requirements for Recipients with More than $10 Million in Federal-Wide Funding

As required by appendix XII to 2 C.F.R. part 200, a recipient with more than $10 million in federal-wide funding must maintain the currency of information reported to SAM that is made available in the designated integrity and performance system (formerly FAPIIS) about civil criminal, or administrative proceedings.

G. Federal Awarding Agency Contact

For questions concerning this Recompete Pilot Phase 1 NOFO, or more information about EDA programs, you may contact Recompete@eda.gov. EDA's website at http://www.eda.gov provides additional information on EDA and its programs.

H. Other Information

1. Right to Use Information

The applicant acknowledges and understands that information and data contained in applications for financial assistance, as well as information and data contained in financial, performance and other reports submitted by applicants, may be used by the Department of Commerce in conducting reviews and evaluations of its financial assistance programs. For this purpose, applicant information and data may be accessed, reviewed, and evaluated by Department of Commerce employees, other Federal employees, and also by Federal agents and contractors, and/or by non-Federal personnel, all of whom enter into appropriate conflict of interest and confidentiality agreements covering the use of such information. As may be provided in the terms and conditions of a specific financial assistance award, applicants are expected to support program reviews and evaluations by submitting required financial and performance information and data in an accurate and timely manner, and by cooperating with Department of Commerce and external program evaluators. In accordance with 2 C.F.R. § 200.303(e), applicants are reminded that they must take reasonable measures to safeguard protected personally identifiable information and other confidential or sensitive personal or business information created or obtained in connection with a Department of Commerce financial assistance award.

2. Freedom of Information Act Disclosure

EDA may publish any applications it receives, including any supporting documentation, on its website or through other means.

In addition, Department of Commerce regulations implementing the Freedom of Information Act (FOIA), 5 U.S.C. § 552, are found at 15 C.F.R. part 4, Public Information. These regulations set forth rules for the Department regarding making requested materials, information, and records publicly available under the FOIA. Applications submitted in response to this Notice of Funding Opportunity may be subject to requests for release under the Act. In the event that an application contains information or data that the applicant deems to be confidential commercial information that should be exempt from disclosure under FOIA, that information should be identified, bracketed, and marked as Privileged, Confidential, Commercial or Financial Information. In accordance with 15 C.F.R. § 4.9, the Department of Commerce will protect from disclosure confidential business information contained in financial assistance applications and other documentation provided by applicants to the extent permitted by law.

3. Notice of Government-Wide Procurement Restriction

The general rule for Federal financial assistance is that contractors that develop draft specifications, requirements, statements of work, invitations for bids or requests for proposals are prohibited from competing for the final procurement. For instance, a professional engineer or architect who prepared the Preliminary Engineering Report for an EDA application would be excluded from bidding on the same work under the award under 2 C.F.R § 200.319. Under 2 C.F.R. 200.317, only State recipients are expressly exempt from this prohibition. Local governments and Indian Tribes may also take advantage of the exemption in two narrow circumstances: (i) if they are required (by statute, for example) to follow the State's procurement rules in full and without exception; or (ii) if they are required to follow a specific State procurement rule that creates an explicit conflict with the prohibition in 2 C.F.R. § 200.319(a) (*i.e.*, there is a statute that requires or permits the local government or Indian Tribe to award the final procurement to the same contractor that developed the draft specifications). Absent one of these two scenarios, the local government or Indian Tribe must comply with the prohibition. Applicants

are encouraged to contact EDA using the contact information in section G. of this Phase 1 NOFO with any questions regarding application of this regulation.

4. Past Performance and Non-Compliance with Award Provisions

Unsatisfactory performance under prior Federal awards may result in an application not being considered for funding. Failure to comply with any or all of the provisions of an award may have a negative impact on future funding by the DOC (or any of its operating units) may be considered grounds for any or all of the following actions: (1) establishing an account receivable; (2) withholding payments to the recipient under any DOC award(s); (3) changing the method of payment from advance to reimbursement only; (4) imposing other specific award conditions; (5) suspending any active DOC award(s); and (6) terminating any active DOC award(s).

5. Certifications Required by Annual Appropriations Acts for Corporations and for Awards over $5 Million

As discussed in section D.2.d, all applicants are required to be registered in SAM before applying under this NOFO. SAM requires registering entities to certify compliance with all limitations imposed by annual appropriation acts. For corporations, this certification includes that the corporation:

(a) Was not convicted of a felony criminal violation under a Federal law within the preceding 24 months, unless a Federal agency has considered suspension or debarment of the corporation and made a determination that this further action is not necessary to protect the interests of the Government; and/or

(b) Does not have any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, unless a Federal agency has considered suspension or debarment of the corporation and made a determination that this further action is not necessary to protect the interests of the Government.

For financial assistance awards in excess of $5 million, this certification includes that the entity:

(a) To the best of its knowledge and belief, has filed all Federal tax returns required during the three years preceding the certification;

(b) Has not been convicted of a criminal offense under the Internal Revenue Code of 1986; and/or

(c) Has not been notified, more than 90 days prior to certification, of any unpaid Federal tax assessment for which the liability remains unsatisfied, unless the assessment is the subject of an installment agreement or offer in compromise that has been approved by the Internal Revenue Service and is not in default, or the assessment is the subject of a non-frivolous administrative or judicial process.

6. EDA's Non-Relocation Policy

If an application is selected for award, the recipient will be required to adhere to a specific award condition relating to EDA's non-relocation policy as follows:

In signing this award of financial assistance, Recipient(s) attests that EDA funding is not intended by the Recipient to assist its efforts to induce the relocation of existing jobs within the U.S. that are located outside of its jurisdiction to within its jurisdiction in competition with other U.S. jurisdictions for those same jobs. In the event that EDA determines that its assistance was used for those purposes, EDA retains the right to pursue appropriate enforcement action in accord with the Standard Terms and Conditions of the Award, including suspension of disbursements and termination of the award for convenience or material noncompliance, which may include the establishment of a debt requiring the Recipient to reimburse EDA.

For purposes of ensuring that EDA assistance will not be used to merely transfer jobs from one location in the United States to another, each applicant must inform EDA of all employers that constitute primary beneficiaries of the project assisted by EDA. EDA will consider an employer to be a "primary beneficiary" if: (i) the employer is specifically named in the application as benefitting from the project, and the applicant estimates that the employer will create or save 100 or more permanent jobs as a result of the investment assistance (if the jobs in question were originally located in a smaller community, EDA may extend this policy to the relocation of 50 or more jobs); or (ii) the employer is or will be located in an EDA-assisted building, port, facility, or industrial, commercial, or business park constructed or improved in whole or in part with investment assistance prior to EDA's final disbursement of funds.

7. NOFO Changes Communicated on Grants.gov

EDA may make changes or additions to this NOFO. All changes will be communicated on Grants.gov. It is recommended that applicants set up a Grants.gov account and subscribe to this funding opportunity in order to be notified of any updates or changes. DOC or EDA may cancel, modify, or withdraw this NOFO at any time. EDA is not obligated to make any federal award or commitment as a result of this announcement.

8. Disclosure of Information

For the purpose of achieving rigorous program evaluations, all applications (including those not selected for funding) may be shared with EDA staff, outside parties contracted by EDA for the purposes of evaluation, and other federal agencies.

9. Audit Requirements

Single or program-specific audits shall be performed in accordance with the requirements contained in the Uniform Guidance (see 2 C.F.R. part 200, Subpart F, "Audit Requirements").

The Uniform Guidance requires any non-Federal entity (*i.e.*, non-profit organizations, including non-profit institutions of higher education and hospitals, States, local governments, and Indian Tribes) that expends Federal awards of $750,000 or more in the recipient's fiscal year to conduct a single or program-specific audit in accordance with the requirements set out in the OMB Uniform Guidance. Applicants are reminded that EDA or the DOC's Office of Inspector General also may conduct an audit of an award at any time.

10. Fraud Awareness Training

Consistent with 2 CFR part 200, in signing a financial assistance award, Recipient personnel responsible for managing the Recipient's finances and overseeing any contractors, sub-contractors or sub-grantees, will be required to complete the training PowerPoint entitled "Compliance with EDA Program

Requirements" and return the signed Certificate of Training Completion to EDA as instructed by the Agency. Further, Recipient will be required to monitor award activities for common fraud schemes and report suspicious activity to EDA and the Office of Inspector General.

11. Office of Inspector General Rights and Responsibilities

The DOC Office of Inspector General (OIG) seeks to improve the efficiency and effectiveness of the Department's programs, including deterring and detecting fraud, waste, abuse and mismanagement. The OIG accomplishes this mission primarily through investigations, audits, and inspections of Department activities, including grants, cooperative agreements, loans, and contracts.

a. Disclosures

Recipients of financial assistance originating from the U.S. Department of Commerce, including EDA, shall timely disclose, in writing, to the OIG and awarding agency, whenever, in connection with the award, performance, or closeout of this grant or subaward thereunder, the recipient has credible evidence that a principal, employee, agent, or sub-recipient has committed:

(i) A violation of federal criminal law involving fraud, conflict of interest, bribery, or gratuity violations found in Title 18 of the United States Code; or

(ii) A violation of the civil False Claims Act (31 U.S.C. §§ 3729-3733).

b. Reporting

The OIG maintains a hotline to receive allegations of fraud, waste, or abuse. To report such allegations, please visit https://www.oig.doc.gov/Pages/Hotline.aspx. Upon request, the OIG will take appropriate measures to protect the identity of any individual who reports misconduct, as authorized by the Inspector General Act of 1978, as amended. Reports to the OIG may also be made anonymously.

c. Whistleblower Protection

Recipients, sub-recipients, and employees working on this grant award will be subject to the whistleblower rights and remedies established under 41 U.S.C. § 4712.

An employee of a recipient or sub-recipient may not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing information that the employee reasonably believes is evidence of: gross mismanagement of a federal contract or award; a gross waste of federal funds; an abuse of authority (*i.e.*, an arbitrary and capricious exercise of authority that is inconsistent with the mission of EDA or the U.S. Department of Commerce or the successful performance of a contract or grant awarded by EDA or the Department) relating to a federal contract or award; a substantial and specific danger to public health or safety; or a violation of a law, rule, or regulation related to a federal contract (including the competition for or negotiation of a contract) or grant.

The recipient or sub-recipient shall inform its employees and contractors, in writing, in the predominant language of the workforce or organization, of employee whistleblower rights and protections under 41 U.S.C. § 4712, as described above and at https://www.oig.doc.gov/Pages/Whistleblower-Protection-Program.aspx.

CITY OF PITTSBURG
CITY COUNCIL/AGENCY CONCURRENT MEETING MINUTES

DATE: September 18, 2023

LOCATION: Marina Center, Conference Room, 540 Marina Blvd, Pittsburg, CA 94565

CITY COUNCIL/AGENCY MEMBERS
Shanelle Scales-Preston, Mayor/Chair
Juan Antonio Banales, Vice-Mayor/Chair
Jelani Killings, Council/Agency Member
Dionne Adams, Council/Agency Member
Angelica Lopez, Council/Agency Member
S.L. Floyd, Agency Member
Annie Hill Herring, Agency Member

APPOINTED OFFICIALS
Garrett Evans, City Manager/Executive Director
Donna Mooney, City Attorney/Legal Counsel
Alice E. Evenson, City Clerk/Agency Secretary (elected)
Nancy Parent, City Treasurer (elected)

Mayor Scales-Preston called the regular meeting to order at 7:21 P.M. in the Marina Center, Conference Room, 540 Marina Blvd, Pittsburg, CA. after convening at 5:42 P.M. in Closed Session for the following items:

1. CONFERENCE WITH LEGAL COUNSEL FOR SUCCESSOR AGENCY — ANTICIPATED LITIGATION

   Initiation of litigation pursuant to Section 54956.9(d)(4)
   Number of cases: one

2. CONFERENCE WITH LABOR NEGOTIATORS pursuant to Section 54957.6

   City designated representatives: Jennifer Brizel, Director of Human Resources

   Unrepresented employee: City Manager

Mayor Scales-Preston stated that the City Council gave direction to staff.

ROLL CALL

Member Lopez was absent and excused.

PLEDGE OF ALLEGIANCE

Chief Addington led the Pledge of Allegiance.

PROCLAMATIONS

3. National Hispanic Heritage Month

CITY MANAGER REPORTS/REMARKS

City Manager Evans stated that the City had been awarded a two (2) million-dollar Forestry Grant. He also thanked ACCE representatives for attending and provided information on what the City of Pittsburg is doing and has done to help with their efforts.

Assistant City Manager Aliotti gave an update on upcoming City events and noted that the City Council Chamber updates are still underway, and meetings will continue to take place at the Marina Center, 340 Marina Blvd, Pittsburg, CA.

PUBLIC COMMENTS

Comments on rent stabilization, tenant rights and deplorable living conditions were received from:

Norma Heid
Nicole Arrington
Devin Williams
Kamilah Miller
Malcom Miller
Latina Simpkins
Patricia Aguiar
Christian Copeland

Gavin Payton, Pittsburg, spoke in support of ACCE. He also extended an invitation to the City Council and the community for a youth NAACP banquet taking place on November 4, 2023. Proceeds from this event will go towards a youth scholarship.

Siu Ling, Pittsburg, spoke about concerns regarding illegal activity taking place at the Marina parking lot.

Mayor Scales-Preston acknowledged those who spoke regarding their housing concerns and asked staff to check in on Woods Grove and Kirker Creek apartments. She also asked Chief Addington to follow up with speaker Siu Ling regarding her concerns.

City Manager Evans stated he would have staff follow up on the concerns brought before the City Council.

COMMITTEE REPORTS

Vice Mayor Banales attended the Finance committee meeting.

Member Killings attended the Public Safety and Economic Development committee meetings.

Member Adams attended the Infrastructure and Transportation committee meeting.

PUBLIC HEARING

4. Adoption of a City Council Resolution Approving the 2022-2023 Community

Development Block Grant Consolidated Annual Performance and Evaluation Report

On Motion by Member Killings, seconded by Member Adams and adopted by the following vote:

AYES: Adams, Banales, Killings, Scales-Preston
ABSENT: Lopez

5. Adoption of a City Council Resolution Authorizing Use of the Bond Opportunities for Land Development ("BOLD") Program and Authorizing the California Municipal Finance Authority to Accept Applications from Property Owners, Conduct Proceedings and Levy Special Taxes Within the Territory of City of Pittsburg Pursuant to the Mello-Roos Community Facilities Act of 1982, as Amended; and Authorizing Related Actions

City Manager Evans stated this item would be pulled from the agenda and brought back at a later date.

6. Introduction and Waive First Reading of Two Ordinances for the Objective Design Standards 2023 Project: 1) Adding Article XXI to Chapter 18.84 of the Pittsburg Municipal Code; and 2) Amending the Zoning Map for Certain Multi-family Housing and Mixed-use Development Projects to Further Housing Production Consistent with State Law

City Manager Evans stated this item would be pulled from the agenda and continued to the October 02, 2023, meeting.

CONSIDERATION

7. Adoption of a City Council Resolution of Intent to Establish an Enhanced Infrastructure Financing District and Public Financing Authority.

Vice Mayor Banales recused himself from this item as his employer owns parcels in the areas eligible for proposed Districts. Vice Mayor Banales left the dais at this time.

On Motion by Member Killings, seconded by Member Adams and adopted by the following vote:

AYES: Adams, Killings, Scales-Preston
ABSENT: Banales [Recused], Lopez

8. Adoption of a Minute Order to Approve City Goals and Priorities for Fiscal Year 2023-24

On Motion by Member Killings, seconded by Member Banales and adopted by the following vote:

AYES: Adams, Banales, Killings, Scales-Preston
ABSENT: Lopez

CONFLICT OF INTEREST STATEMENT

There were no conflict of interest statements.

COMBINED CITY COUNCIL, PITTSBURG ARTS AND COMMUNITY FOUNDATION, PITTSBURG POWER COMPANY, SOUTHWEST PITTSBURG GHAD II AND SUCCESSOR AGENCY CONSENT CALENDAR

Adrian Badger, Pittsburg, expressed concerns with the name selection for the signage that is being proposed as part of the Reviving the Heart of Pittsburg project (Item 12).

On Motion by Member Adams, seconded by Member Killings and adopted by the following vote:

AYES: Adams, Banales, Killings, Scales-Preston
ABSENT: Lopez

9. Minutes of August 21, 2023

10. Adoption of a City Council Resolution Approving a Lease Agreement Between the City of Pittsburg and the Bay Harbor Park Homeowners Association.

11. Adoption of a City Council Resolution Accepting Project 3123—Oak Hills Park Restroom as Complete and Authorize the City Engineer to File a Notice of Completion.

12. Adoption of a City Council Resolution Accepting the Plans and Specifications and Awarding Project 3019—Reviving the Heart of Pittsburg Pride.

13. Adoption of a City Council Resolution Accepting FEMA Hazard Mitigation Grant Funds for Project 8336, Americana Park Bypass Channel.

14. Adoption of a City Council Resolution Accepting Proposition 68 Per Capita Grant Fund and Urban Counties Grant for Project 3040-Buchanan Park Pond Loop Replacement.

15. Adoption of a City Council Resolution Accepting a Federal Earmark and Authorizing Matching Funds for Design and Construction of the Pittsburg Center Smart Pilot Project.

16. Adoption of a City Council Resolution Authorizing Execution of the Contract for Investment Advisory Services to Chandler Asset Management.

17. Adoption of a City Council Resolution Authorizing the City Manager to Execute an Agreement Between the City of Pittsburg and Peregrine Technologies.

18. Adoption of a City Council Resolution Authorizing the Execution of an Agreement between the City of Pittsburg and the Contra Costa County Office of the Sheriff Forensic Services Division.

19. Adoption of a City Council Resolution Approving the Contract Amendment for Public Safety Family Counseling Group, Inc. formerly dba Psychological Services Group.

20. Adoption of Two Ordinances Amending Title 18 of the Pittsburg Municipal Code Related to Accessory Dwelling Units and Amending Title 18 Miscellaneous Text Amendments.

21. Adoption of a Pittsburg Power Company Resolution Approving the 2022 Annual Power Source Disclosure Report to the California Energy Commission.

COUNCIL REQUEST FOR FUTURE AGENDA ITEMS

There were no requests for future agenda items.

COUNCIL MEMBER REMARKS

Mayor Scales-Preston reported on events she attended over the weekend which included Seafood Festival, Day on the Green Car Show, and an NAACP Banquet. She also mentioned that the 50+ Club is having an art competition and encouraged everyone to participate.

ADJOURNMENT

The meeting was adjourned at 9:15 P.M. to October 02, 2023.

Respectfully submitted,

Alice E. Evenson, City Clerk

OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution Accepting Project 3115, Stoneman Avenue Safety Improvements as Complete and Authorizing the City Engineer to File a Notice of Completion

MEETING DATE: October 2, 2023

EXECUTIVE SUMMARY

Project 3115, Stoneman Avenue Safety Improvements (Project) constructed HAWK (High Intensity Activated Crosswalk) beacons at three intersections, added an additional two radar speed feedback signs along Stoneman Avenue, and performed other striping and signage safety improvements. This resolution will accept the construction contract as complete and authorize the City Engineer to file a Notice of Completion.

FISCAL IMPACT

The Project was funded with $880,000 from Highway Safety Improvement Program (HSIP) grant, and $300,000 from Road Maintenance and Rehabilitation Account Gas Tax Fund (RMRA) for a total project budget of $1,180,000. The Project was completed within the approved budget with an estimated remaining balance of $70,993, to be returned to the source of funding.

RECOMMENDATION

City Council adopt the attached resolution accepting the Project as complete and authorize the City Engineer to execute a Notice of Completion. Staff recommends all unspent funds be returned to the source of funding.

BACKGROUND

On February 5, 2018, the City Council adopted Resolution No. 18-13428 accepting a HSIP Grant in the amount of $880,000 and established a project budget for design and construction of the Project.

On May 18, 2020, the City Council adopted Resolution No. 20-13782 approving a list of projects to be funded by Senate Bill One (SB1), the RMRA of 2017 for Fiscal Year 2020/21. This Project was included on that list.

On December 21, 2020, the City Council adopted Resolution No. 20-13859, approving Addendum One to the Five Year Capital Improvement Program for Fiscal Year 2019/20 through 2023/24 allocating funds for several capital projects including $300,000 from RMRA, for a total project budget of $1,180,000.

On December 16, 2020; bids for construction for the Project were opened. Redgwick Construction Co. was the lowest responsive responsible bidder with a base bid in the amount of $854,508.

On March 9, 2021, the Notice to Proceed was issued to Redgwick Construction Co.

On June 13, 2023, Redgwick Construction Co. reached substantial completion and the one-year warranty period began.

SUBCOMMITTEE FINDINGS

This item was not presented to a subcommittee.

STAFF ANALYSIS

The Project improved pedestrian safety along Stoneman Avenue between Harbor Street and Loveridge Road. There were three contract change orders for a total amount of $72,349.56 which addressed unforeseen issues and adjustments to final bid item totals.

The Project was completed within the budget approved by the City Council. There was a delay during construction due to supply chain issues as a result of the COVID pandemic which prevented the contractor from obtaining the required controllers for operating the HAWK beacon.

ATTACHMENTS: Budget Summary
Notice of Completion
Resolution

Report Prepared By: Andrew Peters, Assistant Engineer

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Accepting Project 3115, Stoneman Avenue Safety Improvements, as Complete and Authorizing the City Engineer to File a Notice of Completion	)	RESOLUTION NO. 23-

WHEREAS, Project 3115, Stoneman Avenue Safety Improvements (Project) constructed HAWK (High Intensity Activated Crosswalk) beacons at three intersections, added an additional two radar speed feedback signs along Stoneman Avenue, and performed other striping and signage safety improvements; and

WHEREAS, on February 5, 2018, the City Council adopted Resolution No. 18-13428 accepting the Highway Safety Improvement Program Grant (HSIP) in the amount of $880,000 and established a project budget for design and construction of the Project; and

WHEREAS, on May 18, 2020, the City Council adopted Resolution No. 20-13782 approving a list of projects to be funded by Senate Bill One (SB1), the Road Maintenance and Rehabilitation Act (RMRA) of 2017 for Fiscal Year (FY) 2020/21. This Project was included on that list; and

WHEREAS, on December 21, 2020, the City Council adopted Resolution No. 20-13859, approving Addendum One to the Five Year Capital Improvement Program for FY 2019/20 through 2023/24 and allocating funds for several capital projects, including $300,000 from RMRA, for a total project budget of $1,180,000; and

WHEREAS, on December 16, 2020, bids for construction were opened. Redgwick Construction Co. was the lowest responsive responsible bidder with a base bid in the amount of $854,508; and

WHEREAS, on March 9, 2021, the Notice to Proceed was issued to Redgwick Construction Co.; and

WHEREAS, on June 13, 2023, Redgwick Construction Co. reached substantial completion and the one-year warranty period began.

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby accepts the Project as complete and authorizes the City Engineer to file a Notice of Completion.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 2nd day of October 2023 by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

_____
Shanelle Scale-Preston, Mayor

ATTEST BY:

_____
Alice E. Evenson, City Clerk

Project Budget Summary

Project 3115, Stoneman Avenue Intersection Improvements

Contract 2017-02

Project Funding

	Highway Safety Improvement Program (HSIP) Grant	$880,000
	RMRA	$300,000
	Funding Total	**$1,180,000**

Project Expenditures:

Design: (Code 2122)	Consultant Design	$108,830
	Subtotal	$108,830
Miscellaneous: (Code 1399)	Advertising	$954
	Reproduction	
	Postage	
	Subtotal	$954
Construction: (Code 2281)	Construction	$854,508
	Contingency	$72,350
	PG&E	$9,718
	Material Testing	$6,656
	Subtotal	$943,231
Staff Time: (Code 1101)	Design	$12,000
	Construction	$16,434
	Subtotal	$28,434
Admin: (Code 2372)	Staff Design	$12,000
	Staff Construction Management	$15,558
	Subtotal	$27,558
	Estimated Total Expenditures	**$1,109,007**
	Remaining /Shortfall	**$70,993**

Recording Requested By:
The City of Pittsburg

When Recorded Mail To:
Redgwick Construction Co.
21 Hegenberger Court,
Oakland, CA 94621

EXEMPT FROM RECORDING FEES PER
GOVERNMENT CODE § 27383

SPACE ABOVE THIS LINE IS FOR RECORDER'S USE

NOTICE OF COMPLETION
Civil Code §§ 8182, 8184, 9204, and 9208

NOTICE IS HEREBY GIVEN THAT:

1. The undersigned is the agent of the owner of the Project described below.

2. Owner's full name is the City of Pittsburg ("City")

3. City's address is 65 Civic Ave., Pittsburg, CA 94565

4. The nature of City's interest in the Project is:
_x_ Fee Ownership __ Lessee __ Other:_____

5. Construction work on the Project performed on City's behalf is generally described as follows:
Project 3115 – Stoneman Avenue Safety Improvements which included installation of HAWK beacons at 3 intersections and installation of 2 radar speed feedback signs along Stoneman Avenue.

6. The name of the original Contractor for the Project is: Redgwick Construction Co. located at 21 Hegenberger Court, Oakland, CA 94621

7. The Project was accepted as complete on: October 2, 2023

8. The Project is located at: Stoneman Avenue from Harbor Street to Loveridge Road at existing crosswalks at three intersections on Stoneman Avenue (at Meadowbrook Avenue, Meadowbrook Circle, and Briarcliff Drive).

Verification: In signing this document, I, the undersigned, declare under penalty of perjury under the laws of the State of California that I have read this notice, and I know and understand the contents of this notice, and that the facts stated in this notice are true and correct.

_____ _____
Date and Place Signature

John Samuelson
Director of Public Works/City Engineer

EXEMPT FROM NOTARY ACKNOWLEDGMENT REQUIREMENTS PER GOVERNMENT CODE § 27287 AND CIVIL CODE § 9208

OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution Accepting the Plans and Specifications and Awarding Project 3333—California Theater Marquee Sign

MEETING DATE: October 2, 2023

EXECUTIVE SUMMARY

Project 3333 California Theater Marquee Sign (Project) is for the removal of the existing marquee sign and installation of a new digital marquee sign at the California Theater. If adopted, this resolution will accept the project plans and specifications and authorize the City Manager to award a construction contract to Square Signs LLC.

FISCAL IMPACT

The proposal from Square Signs LLC is $95,051.75. Funding for construction will be provided by the $400,000 California Natural Resources Agency Grant (Resolution No. 21-14033) previously allocated to the project.

The Budget Summary is attached to this report.

RECOMMENDATION

City Council adopt the attached resolution to accept the plans and specifications and authorize the City Manager to execute a construction contract for the Project with Square Signs LLC for a total amount of $95,051.75.

Staff recommends that the City Council allocate a construction contingency of $10,000 for any unanticipated costs and contract change orders.

Staff further recommends that the City Engineer be authorized to approve contract change orders in an amount not to exceed 50% of the construction contingency and the City Manager be authorized to approve change orders in an amount not to exceed the approved project budget.

BACKGROUND

On December 20, 2021, the City Council adopted Resolution No. 21-14033 accepting the $400,000 California Natural Resources Agency Grant.

On August 9, 2023, staff advertised the project for proposals.

On August 24, 2023, the City received two proposals. The proposals were evaluated by City staff and Square Signs LLC was the lowest responsive responsible bidder.

SUBCOMMITTEE FINDINGS

This item was not presented to a subcommittee.

STAFF ANALYSIS

The California Theater is a historical building within the City that hosts a variety of entertainment productions. This Project will beautify this frequented building and increase the effectiveness of its production advertisements. The digital sign offers new advantages such as being able to effortlessly change the displayed message, display multiple messages at once, add animations to our displays, display pictures, and the possibility of displaying advertisements on our sign.

City staff was able to contact three of the references that have worked with Square Signs on previous projects. All three of the project owners were impressed with the results, professionalism, and cooperation that Square Signs provided in the communities.

ATTACHMENTS: Budget Summary
Contract
Resolution

Report Prepared By: Gabriel Piña, Associate Engineer

Budget Summary
Project 3333 — California Theater Marquee Sign

Project Funding

	California Natural Resources Agency Grant	$400,000
	Funding Total	**$400,000**

Project Expenditures:

Design:		
(Code 2122)	Design	$0
	Subtotal	$0
Miscellaneous:		
(Code 1399)	Advertising	$2,000
	Subtotal	$2,000
Construction:	Construction	$95,052
(Code 2281)	Construction Contingency	$10,000
	Subtotal	$105,052
Staff Time:		
(Code 1101)	Staff Costs	$10,000
	Subtotal	$10,000
Admin:		
(Code 2372)	Overhead Costs	$10,000
	Subtotal	$10,000
	Estimated Total Expenditures	**$127,052**

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Adoption of a City Council Resolution Accepting the Plans and Specifications and Awarding Project 3333 California Theater Marquee Sign	))))	RESOLUTION NO. 23-

WHEREAS, Project 3333—California Theater Marquee Sign (the "Project") will remove the existing marquee sign and install a new digital marquee sign at the California Theater; and

WHEREAS, on December 20, 2021, the City Council adopted Resolution No. 21-14033 accepting the California Natural Resources Agency Grant allocating $400,000 to the Project; and

WHEREAS, on August 9, 2023, staff advertised the Project for bids; and

WHEREAS, on August 24, 2023, Project construction proposals were due and Square Signs LLC were the lowest responsive responsible bidder; and

WHEREAS, staff recommends that the City Council accept the plans and specifications; and

WHEREAS, staff recommends that the City Manager be authorized to execute an agreement with Square Signs LLC in an amount not to exceed $95,051.75 for the Project construction; and

WHEREAS, staff further recommends establishing a construction contingency in the amount of $10,000 for unanticipated costs and contract change orders; and

WHEREAS, staff recommends that the City Engineer or his designee be authorized to approve contract change orders for a total amount not to exceed 50% of the contingency and the City Manager be authorized to approve change orders for a total amount not to exceed the approved project budget.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Pittsburg hereby accepts the plans and specifications, authorizes the City Manager to execute a construction contract with Square Signs LLC, authorizes a construction contingency in the amount of $10,000, authorizes the City Engineer or his designee to approve contract change orders for the Project for a total amount not to exceed 50% of the contingency, and authorizes the City Manager to approve change orders for an amount not to exceed the approved project budget.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 2nd day of October 2023, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

_____
Shanelle Scales-Preston, Mayor

ATTEST:

_____
Alice E. Evenson, City Clerk

Contract

This public works contract ("Contract") is entered into by and between City of Pittsburg ("City") and **Square Signs LLC.** ("Contractor"), for work on the California Theater Marquee Sign Project ("Project").

The parties agree as follows:

1. **Award of Contract.** In response to the Notice Inviting Bids, Contractor has submitted a Bid Proposal to perform the Work to construct the Project. On **October 2, 2023**, City authorized award of this Contract to Contractor for the amount set forth in Section 4, below.

2. **Contract Documents.** The Contract Documents incorporated into this Contract include and are comprised of all of the documents listed below. The definitions provided in Article 1 of the General Conditions apply to all of the Contract Documents, including this Contract.

   2.1 Notice Inviting Bids;
   2.2 Instructions to Bidders;
   2.3 Addenda, if any;
   2.4 Bid Proposal and attachments thereto;
   2.5 Contract;
   2.6 Payment and Performance Bonds;
   2.7 General Conditions;
   2.8 Special Conditions;
   2.9 Project Plans and Specifications;
   2.10 Change Orders, if any;
   2.11 Notice of Potential Award;
   2.12 Notice to Proceed; and
   2.13 Notice of Completion

3. **Contractor's Obligations.** Contractor will perform all of the Work required for the Project, as specified in the Contract Documents. Contractor must provide, furnish, and supply all things necessary and incidental for the timely performance and completion of the Work, including all necessary labor, materials, supplies, tools, equipment, transportation, onsite facilities, and utilities, unless otherwise specified in the Contract Documents. Contractor must use its best efforts to diligently prosecute and complete the Work in a professional and expeditious manner and to meet or exceed the performance standards required by the Contract Documents.

4. **Payment.** As full and complete compensation for Contractor's timely performance and completion of the Work in strict accordance with the terms and conditions of the Contract Documents, City will pay Contractor **$95,051.75** ("Contract Price") for all of Contractor's direct and indirect costs to perform the Work, including all labor, materials, supplies, equipment, taxes, insurance, bonds and all overhead costs, in accordance with the payment provisions in the General Conditions.

5. **Time for Completion.** Contractor will fully complete the Work for the Project, meeting all requirements for Final Completion, within 90 calendar days from the commencement date given in the Notice to Proceed ("Contract Time"). By signing below, Contractor expressly waives any claim for delayed early completion.

6. **Liquidated Damages.** As further specified in Section 5.4 of the General Conditions, if Contractor fails to complete the Work within the Contract Time, City will assess liquidated

damages in the amount of $2,800 per day for each day of unexcused delay in achieving Final Completion, and such liquidated damages may be deducted from City's payments due or to become due to Contractor under this Contract.

7. Labor Code Compliance.

7.1 General. This Contract is subject to all applicable requirements of Chapter 1 of Part 7 of Division 2 of the Labor Code, including requirements pertaining to wages, working hours and workers' compensation insurance, as further specified in Article 9 of the General Conditions.

7.2 Prevailing Wages. This Project is subject to the prevailing wage requirements applicable to the locality in which the Work is to be performed for each craft, classification or type of worker needed to perform the Work, including employer payments for health and welfare, pension, vacation, apprenticeship and similar purposes. Copies of these prevailing rates are available online at http://www.dir.ca.gov/DLSR .

7.3 DIR Registration. City may not enter into the Contract with a bidder without proof that the bidder and its Subcontractors are registered with the California Department of Industrial Relations to perform public work pursuant to Labor Code § 1725.5, subject to limited legal exceptions.

8. Workers' Compensation Certification. Pursuant to Labor Code § 1861, by signing this Contract, Contractor certifies as follows: "I am aware of the provisions of Labor Code § 3700 which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the Work on this Contract."

9. Conflicts of Interest. Contractor, its employees, Subcontractors and agents, may not have, maintain or acquire a conflict of interest in relation to this Contract in violation of any City ordinance or requirement, or in violation of any California law, including Government Code § 1090 et seq., or the Political Reform Act, as set forth in Government Code § 81000 et seq. and its accompanying regulations. Any violation of this Section constitutes a material breach of the Contract.

10. Independent Contractor. Contractor is an independent contractor under this Contract and will have control of the Work and the means and methods by which it is performed. Contractor and its Subcontractors are not employees of City and are not entitled to participate in any health, retirement, or any other employee benefits from City.

11. Notice. Any notice, billing, or payment required by or pursuant to the Contract Documents must be made in writing, signed, dated and sent to the other party by personal delivery, U.S. Mail, a reliable overnight delivery service, or by email as a PDF file. Notice is deemed effective upon delivery, except that service by U.S. Mail is deemed effective on the second working day after deposit for delivery. Notice for each party must be given as follows:

City:
Engineering Division
65 Civic Avenue
Pittsburg CA. 94565
Attn: Gabriel Piña, Associate Engineer
Gpina@pittsburgca.gov

Contractor:

Name: Square Signs LLC dba Front Signs
Address: 3520 Valhalla Drive
City/State/Zip: Burbank, CA 91505
Phone: 818 290 3269
Attn: Gevorg Hambardzumyan
Email: proc@squaresigns.com
Copy to: n/a

12. General Provisions.

12.1 Assignment and Successors. Contractor may not assign its rights or obligations under this Contract, in part or in whole, without City's written consent. This Contract is binding on Contractor's and City's lawful heirs, successors and permitted assigns.

12.2 Third Party Beneficiaries. There are no intended third party beneficiaries to this Contract.

12.3 Governing Law and Venue. This Contract will be governed by California law and venue will be in the Contra Costa County Superior Court, and no other place. Contractor waives any right it may have pursuant to Code of Civil Procedure § 394, to file a motion to transfer any action arising from or relating to this Contract to a venue outside of Contra Costa County, California.

12.4 Amendment. No amendment or modification of this Contract will be binding unless it is in a writing duly authorized and signed by the parties to this Contract.

12.5 Integration. This Contract and the Contract Documents incorporated herein, including authorized amendments or Change Orders thereto, constitute the final, complete, and exclusive terms of the agreement between City and Contractor.

12.6 Severability. If any provision of the Contract Documents is determined to be illegal, invalid, or unenforceable, in whole or in part, the remaining provisions of the Contract Documents will remain in full force and effect.

12.7 Iran Contracting Act. If the Contract Price exceeds $1,000,000, Contractor certifies, by signing below, that it is not identified on a list created under the Iran Contracting Act, Public Contract Code § 2200 et seq. (the "Act"), as a person engaging in investment activities in Iran, as defined in the Act, or is otherwise expressly exempt under the Act.

12.8 Authorization. Each individual signing below warrants that he or she is authorized to do so by the party that he or she represents, and that this Contract is legally binding on that party. If Contractor is a corporation, signatures from two officers of the corporation are required pursuant to California Corporation Code § 313.

The parties agree to this Contract as witnessed by the signatures below:

CITY:

s/_____

_____
Name, Title

Date: _____

Approved as to form:

s/_____

_____
Name, Title

Date: _____

Attest:

s/_____

_____
Name, Title

Date: _____

CONTRACTOR: SQUARE SIGNS LLC DBA FRONT SIGNS
Business Name

s/_____ Seal:

GEVORG HAMBARDZUMYAN, CEO
Name, Title

Date: 09/15/2023

Second Signature (See Section 12.8):

s/ n/a

n/a
Name, Title

Date: n/a

1053708 05/31/2025
Contractor's California License Number(s) and Expiration Date(s)

END OF CONTRACT

OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution Authorizing Execution of the First Amendment to the Agreement with Western States Oil for Renewable Diesel

MEETING DATE: October 2, 2023

EXECUTIVE SUMMARY

The City requires diesel fuel for vehicles and equipment to maintain operations and provide service to the public. The existing contract for unleaded fuel and bulk renewable diesel expired on September 30, 2023. If approved, the resolution will authorize a one-year extension to the Agreement with Western States Oil without changes to current contract pricing or terms.

FISCAL IMPACT

Cost for bulk purchases of renewable diesel for Fiscal Year 2023/24 are budgeted at $185,000 for Fleet Maintenance and $320,000 for Marina operations and retail sales, for a total purchase contract of $505,000. There are sufficient funds for this expenditure in the FY 2023/24 operating budgets for Fleet Maintenance and Marina. No additional funds are requested.

RECOMMENDATION

City Council adopt the attached resolution and authorize execution of the First Amendment to the Agreement with Western States Oil for the purchase of renewable diesel fuel for a period of one year.

BACKGROUND

The County of Santa Clara has undertaken competitive bidding process equivalent to or better than the requirements in City's purchasing policy and awarded a contract to Western States Oil, LLC as its vendor for renewable diesel.

On October 1, 2022, the City entered into an agreement with Western States Oil for the purchase of renewable diesel fuel. Staff executed a “piggyback” purchase agreement with Western States Oil with the terms and pricing established by the County of Santa Clara’s Renewable Diesel in its contract with Western States Oil of San Jose with an agreed upon haul differential for a period of one year.

On September 30, 2023, the current Agreement expired.

SUBCOMMITTEE FINDINGS

This item was not presented to a subcommittee.

STAFF ANALYSIS

The Public Works Department and the Marina require large quantities of fuel, both Renewable Diesel and Renewable Diesel-Red, to maintain operational readiness.

The proposed First Amendment will provide fuel for City vehicles and equipment, stationary equipment at the Water Treatment Plant, and at the Marina for resale to the Marina boating public.

Western States Oil has provided satisfactory service delivering renewable diesel to City facilities for several years.

Staff conducts an annual competitive public bid process to establish the rate for purchasing renewable diesel fuel. However, in order to take advantage of significantly better bulk fuel pricing, staff is using a “piggyback” purchase contract from this vendor with the terms and pricing established by the County of Santa Clara’s Renewable Diesel in its contract with Western States Oil of San Jose.

ATTACHMENTS: First Amendment to Agreement with Western States Oil for Diesel
Resolution

Report Prepared By: Natasha Farmer, Public Works Administrative Analyst II

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Authorizing Execution of the First Amendment to the Agreement with Western States Oil for Renewable Diesel))) RESOLUTION NO. 23-

WHEREAS, the City requires diesel fuel for vehicles and equipment to maintain operations and provide service to the public; and,

WHEREAS, Santa Clara County conducted a competitive process that identified Western States Oil of San Jose as its vendor for diesel fuel supply and delivery; and

WHEREAS, on October 1, 2022, the City executed a “piggyback” purchase agreement for renewable diesel at the same price as the County of Santa Clara for a period of one year; and

WHEREAS, Western States Oil has provided satisfactory service delivering renewable diesel to City facilities over several years; and

WHEREAS, the County of Santa Clara and Western States Oil anticipate extending their contract through February 2026; and

WHEREAS, staff seek to extend the duration of the Agreement and continue to “piggyback” on the County of Santa Clara contract by purchasing renewable diesel fuel at the price bid with an agreed upon shipping cost difference; and

WHEREAS, on June 19, 2023, the City Council adopted Resolution No. 23-14317, which funded diesel fuel purchases for Fleet Maintenance and Marina as a part of the Fiscal Year 2023/2024 Operating Budget.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Pittsburg hereby authorizes the City Manager to execute the First Amendment to the agreement with Western States Oil.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 2nd day of October 2023, by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

_____
Shanelle Scales-Preston, Mayor

ATTEST:

_____
Alice E. Evenson, City Clerk

FIRST AMENDMENT TO
RENEWABLE DIESEL FUEL AGREEMENT BETWEEN
CITY OF PITTSBURG
AND WESTERN STATES OIL

This First Amendment to the City of Pittsburg Bulk Renewable Diesel for Fiscal Year 2022-2023 Agreement made and entered into on October 1, 2022, hereafter referred to as "Agreement," between Western States Oil, a California limited liability company, therein referred to as "Western States Oil," and the City of Pittsburg, a municipal corporation, therein referred to as "City," is made and entered into on this 30th day of September, 2023.

WHEREAS, the County of Santa Clara in August, 2020, conducted a competitive bidding process meeting or surpassing the requirements of the City of Pittsburg Purchasing Policy, which resulted in a determination that Western States Oil submitted the lowest, responsive, responsible bid; and

WHEREAS, the County of Santa Clara and Western States Oil anticipate extending the duration their contract through February, 2026; and

WHEREAS, City staff seek to extend the duration of the Agreement, and continue to "piggyback" on the County of Santa Clara contract by purchasing renewable diesel fuel at the price bid with an agreed upon shipping cost difference; and

WHEREAS, City seeks to add or clarify certain terms of the Contract for purposes of applicability to City.

NOW, THEREFORE, City and Western States agree as follows:

1. Compensation Section 1 Compensation is hereby amended to add the following:

The total compensation from October 1, 2023 through September 30, 2024, shall not exceed $505,000.

2. Term. Article 6 of the Agreement is hereby amended to read as follows:

The work described in the Contract shall begin October 1, 2022, and shall terminate September 30, 2024, unless earlier terminated as provided in the Contract.

IN WITNESS WHEREOF, the parties have entered into this First Amendment on the day and year first hereinabove appearing.

CONTRACTOR:

WESTERN STATES OIL, a California limited liability company

By: _____

Robin Jackson, Director of Sales

CITY:

CITY OF PITTSBURG, a municipal corporation of the State of California

By: _____

Garrett Evans, City Manager

ATTEST:

By: _____

Alice Evenson, City Clerk

APPROVED AS TO FORM:

By: _____

Donna Mooney, City Attorney

OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution Authorizing the City Manager to Negotiate and Execute a General Services Agreement with Siteworks Construction, Inc. for Project 3025 Kirker Creek Storm Canal

MEETING DATE: October 2, 2023

EXECUTIVE SUMMARY

In the winter storms of January 2023, a 96-inch corrugated metal culvert on private property on Harbor Street collapsed causing a sinkhole. The resulting back up of Kirker Creek resulted in flooding on private and public property. If approved, the resolution would authorize the negotiation and execution of an agreement with Siteworks Construction, Inc. to remove sediment, debris, undergrowth, and obstructions from the culvert.

FISCAL IMPACT

The total project budget is $1,000,000.

Compensation will be negotiated based on the attached Siteworks Construction proposal.

RECOMMENDATION

The City Council adopt the resolution approving the negotiation and execution of an agreement with Siteworks Construction, Inc. for work on Project 3025 Kirker Creek Storm Canal.

BACKGROUND

The 2022/23 winter storm season was especially heavy, bringing rain and winds that created emergency conditions throughout the region.

In January 2023, a 96-inch corrugated metal culvert on private property collapsed causing a sinkhole.

On January 17, 2023, the City Council adopted Resolution No. 23-14235 Ratifying Proclamation of a Local Emergency Regarding Storms.

On March 6, 2023, the City Council adopted Resolution No. 23-14257 Renewing and Continuing the Local Emergency Regarding Storms.

On April 17, 2023, the City Council adopted Resolution No. 23-14273 Proclaiming Termination of Local Emergency Regarding Storms.

On June 19, 2023, the City Council adopted Resolution No. 23-14326, allocating General Fund Reserves to four projects, one of them being $1,000,000 for Project 3025 Kirker Creek Storm Canal.

In early September 2023, staff requested proposals from four contractors to remove the sediment, debris, undergrowth, and obstruction from the twin box culvert. Two responses were received, and Siteworks Construction, Inc. was the lowest responsive responsible bidder.

SUBCOMMITTEE FINDINGS

This item was not presented to the subcommittee.

STAFF ANALYSIS

This sinkhole was created by the collapse of a 96-inch corrugated metal culvert on private property and resulted in the back up of Kirker Creek. As heavy rains and sediment filled the creek, the culvert failure led to erosion of the banks on both the upstream and downstream conditions.

The creek back up resulted in flooding on private and public property on Harbor Street between Atlantic Avenue and Yosemite Drive including the intersections at Stoneman Avenue and Ventura Drive.

Removal of sediment is needed to clean out the outfall and intake areas to reduce future flooding in the area until the sinkhole is repaired.

ATTACHMENTS: Siteworks Construction Proposal
Resolution

Report Prepared By: Sharon Paz, Administrative Analyst II

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Authorizing the City Manager to Negotiate and Execute a General Services Agreement with Siteworks Construction, Inc. for Project 3025 Kirker Creek Storm Canal	)	RESOLUTION NO. 23-

WHEREAS, the 2022/23 winter storm season was especially heavy, bringing rain and winds that created emergency conditions throughout the region; and

WHEREAS, in January 2023, a 96-inch corrugated metal culvert on private property collapsed causing a sinkhole. This caused Kirker Creek to back up, flooding private and public property on Harbor Street between Atlantic Avenue and Yosemite Drive including the intersections at Stoneman Avenue and Ventura Drive. As a result, sediment filled the creek and culvert, and significant erosion occurred on both the upstream and downstream banks; and

WHEREAS, on January 17, 2023, the City Council adopted Resolution No. 23-14235 Ratifying Proclamation of a Local Emergency Regarding Storms; and

WHEREAS, on March 6, 2023, the City Council adopted Resolution No. 23-14257 Renewing and Continuing the Local Emergency Regarding Storms; and

WHEREAS, on April 17, 2023, the City Council adopted Resolution No. 23-14273 Proclaiming Termination of Local Emergency Regarding Storms; and

WHEREAS, on June 19, 2023, the City Council adopted Resolution No. 23-14326, allocating General Fund Reserves to four projects, one of them being $1,000,000 for Project 3025 Kirker Creek Storm Canal; and

WHEREAS, in early September 2023, staff requested proposals from four contractors to remove the sediment, debris, undergrowth, and obstructions from the twin box culvert. Two responses were received, and Siteworks Construction, Inc. was selected as the lowest cost.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby authorizes the City Manager to negotiate and execute a general services agreement with Siteworks Construction, Inc. in the amount of $150,000.

BE IT FURTHER RESOLVED that the City Manager is authorized to amend the compensation by an additional $100,000 for additional debris cleaning at the site if necessary.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting the 2nd day of October 2023, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

_____
Shanelle Scales-Preston, Mayor

ATTEST:

_____
Alice E. Evenson, City Clerk

SITEWORKS CONSTRUCTION, INC.

PO Box 1324 ◆ Lafayette, CA ◆ 94549-1324 ◆ License #610597 ◆ 925-284-1437 ◆ FAX 925-256-8357

9/18/2023

ATTN: Bobby Joaquin – Public Works Superintendent
City of Pittsburg

JOB ADDRESS: Harbor Street at Stoneman Avenue

JOB START DATE: **ASAP**

PROPOSAL FOR**:** **Remove Sediment/Debris/Undergrowth and obstructions at 10' x 8' Twin Box Culvert**

Harbor Street, Pittsburg, CA

← PROPOSAL & SCOPE OF WORK →

In accordance with the following outline and conditions of this proposal, Siteworks Construction, Inc. will provide all labor, tools, equipment, services, materials, and transportation necessary to perform construction services as described in detail below.

In Preparation for Permanent Storm Drain Repair:

- **Clear & Grub area downstream of twin 10' x 8' box culverts to gain access for cleaning box culvert.**
- **Remove dirt in twin box culverts – excavate & offhaul to COP designated dump site.**
- **Regrade outfall area for positive drainage**

$ 79,126

add $165/lf for each additional foot per culvert beyond 150 feet.

ALTERNATE:
Excavate and Remove sediment 35' upstream of 96" CMP near CCWD canal: $21,060

CONDITIONS: **Dump Fees for Debris, including dirt, grasses and trees to be paid by COP; Trucking is included in this Proposal, but priced to Keller Canyon.**

Work to commence before rainy season starts.

EXCLUSIONS:

* Inspections, Engineering, Surveying, Testing, Building or Encroachment Permits.
* **Dewatering or water control; contaminated/hazardous waste or dirt/debris.**
* SWPPP plans or submittal thereof; Biological, Wildlife or Bird/Snake Surveys.
* Landscaping, Erosion Blanket, AC Paving or AB Placement; Striping.
* Offhaul only, no dump fees for dirt, debris, or green waste.

Very Truly Yours,
Siteworks Construction, Inc

Kent DeSena, PM

OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution to Authorize a Fourth Amendment to the Employment Agreement for the City Attorney

MEETING DATE: October 2, 2023

EXECUTIVE SUMMARY

On July 16, 2018, the City Council approved the appointment of Donna Mooney as City Attorney and authorized an employment agreement. On August 21, 2023 the City Council directed staff to bring to open session for consideration an amendment to the employment agreement to revise Section 5, Compensation of the Agreement to include, effective September 3, 2023, a Four Percent (4%) cost of living adjustment (COLA) will be added to base salary; and effective the first pay period in September 2024, a Four Percent (4%) COLA, will be added to base salary.

FISCAL IMPACT

The employment agreement amendment will result in an approximate increased payroll cost of $14,000 for Fiscal Year 2023/2024, which will be absorbed into the department's current allocated budget.

RECOMMENDATION

It is recommended that the City Council adopt a Resolution to Authorize a Fourth Amendment to the Employment Agreement for the City Attorney.

BACKGROUND

On July 16, 2018, the City Council approved the appointment of Donna Mooney as City Attorney and authorized the Mayor to negotiate and sign an employment agreement for Ms. Mooney on behalf of the City. The employment agreement required an annual merit-based performance evaluation process after the first year of employment with the City.

On September 8, 2019, the City Council adopted Resolution #19-13685 authorizing amendments to Ms. Mooney's employment agreement to increase salary and extend the agreement term. On September 20, 2021, the City Council adopted Resolution #21-13992

authorizing amendments to Ms. Mooney's employment agreement to increase salary, add Deferred Compensation and extend the agreement term to September 4, 2024.

The Third Amendment to the Employment Agreement extended the term to September 4, 2025 and added an automatic renewal, increased the compensation by five percent (5%) effective July 10, 2022, and established an annual cost of living adjustment.

On August 21, 2023 the City Council directed staff to bring to open session for consideration an amendment to the employment agreement to revise Section 5, Compensation of the Agreement to include, effective September 3, 2023, a Four Percent (4%) cost of living adjustment (COLA) will be added to base salary; and effective the first pay period in September 2024, a Four Percent (4%) COLA, will be added to base salary.

SUBCOMMITTEE FINDINGS

This item was not submitted to a subcommittee.

STAFF ANALYSIS

It is the compensation philosophy of the City Council to provide competitive salary and benefits to retain valued employees. A market-rate compensation survey of local City Attorney positions in Contra Costa County concluded that Pittsburg's current City Attorney salary rate was approximately Six Percent (6%) below the average monthly salary of city attorneys of the comparative cities.

Ms. Mooney received a performance review in closed session with the City Council on August 21, 2023, and the City Council provided authorization to proceed with the following amendments to the City Attorney's Agreement:

The Fourth Amendment to the agreement amends Section 5, Compensation as follows:

CITY agrees to pay EMPLOYEE for services rendered hereunder at a monthly rate of $22,102 per month, which sum shall be considered base salary and shall be payable in installments at the same time as other employees of the CITY are paid, and subject to customary withholdings. Effective the first pay period in September 2024, the base salary shall be increased by a four percent (4%) cost-of-living adjustment, to $22,986 per month.

On September 4, 2025, and each succeeding September 4 while this Agreement is in effect, the EMPLOYEE's base salary shall be increased no greater than the San Francisco Bay Area Consumer Price Index, All Consumers and no less than Two Percent (2.0%). The City Council will determine the percentage of the annual cost of living adjustment. Should all of the bargaining groups in the City of Pittsburg not receive a salary adjustment.

The Mayor and Ms. Mooney agreed upon the amended terms of Ms. Mooney's employment and the requisite employment agreement amendment was prepared.

ATTACHMENTS: Fourth Amendment to Employment Agreement
Resolution

Report Prepared By: Jennifer Brizel, Director of Human Resources

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Authorizing the Mayor to Execute the)
Fourth Amendment to the Employment) RESOLUTION NO. 23-
Agreement for the City Attorney)

WHEREAS, the City Council hired Donna Mooney to serve as City Attorney of the City of Pittsburg and entered into an employment agreement ("Agreement") on July 16, 2018; and

WHEREAS, effective September 3, 2023, a Four Percent (4%) cost of living adjustment (COLA) will be added to base salary increasing the base monthly salary to $22,102; and effective the first pay period in September 2024, a Four Percent (4%) COLA, increasing the base monthly salary to $22,986; and

WHEREAS, on September 4, 2025, and each succeeding September 4 while this Agreement is in effect, the EMPLOYEE's base salary shall be increased no greater than the San Francisco Bay Area Consumer Price Index, All Consumers and no less than Two Percent (2.0%). The City Council will determine the percentage of the annual cost of living adjustment. Should all of the bargaining groups in the City of Pittsburg not receive a salary increase during the fiscal year, the City Council may elect to not extend the cost of living adjustment; and

WHEREAS, Donna Mooney has indicated her concurrence with the amended terms of the employment agreement.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby authorizes the Mayor to execute the Fourth Amendment to the Agreement.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 2nd day of October 2023, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

_____
Shanelle Scales-Preston, Mayor

ATTEST:

_____
Alice E. Evenson, City Clerk

FOURTH AMENDMENT TO
EMPLOYMENT AGREEMENT

This Fourth Amendment to the Principal Agreement made and entered into on July 16, 2018, hereafter referred to as Agreement, between Donna Mooney, an individual, therein referred to as Employee, and the City of Pittsburg, a municipal corporation, therein referred to as City, is made and entered into on this 3rd day of September 2023.

WHEREAS, the parties entered into an Agreement on July 16, 2018, for City Attorney services for a term of three years commencing September 4, 2018, and ending on September 4, 2021; and

WHEREAS, the parties entered into a First Amendment titled "Employment Agreement Amendment #1" on September 8, 2019, to increase the term by one year and increase compensation; and

WHEREAS, the parties entered into a Second Amendment on September 21, 2022, to extend the term and increase the compensation; and

WHEREAS, the parties entered into a Third Amendment on July 1, 2022, to provide for an automatic extension of the term, increase the compensation, and establish an annual cost-of-living adjustment; and

WHEREAS, the parties seek to amend the Agreement to increase the compensation by making a cost-of-living adjustment in the amount of four percent for this year beginning September 3, 2023, and four percent for next year beginning the first pay period in September 2024.

NOW, THEREFORE, Employee and City do mutually agree as follows:

1. Compensation. Section 5 of the Agreement is hereby amended as follows:

CITY agrees to pay EMPLOYEE for services rendered hereunder at a monthly rate of $ 22,102 per month, which sum shall be considered base salary and shall be payable in installments at the same time as other employees of the CITY are paid, and subject to customary withholdings. Effective the first pay period in September 2024, the base salary shall be increased by a four percent (4%) cost-of-living adjustment, to $22,986 per month.

On September 4, 2025, and each succeeding September 4 while this Agreement is in effect, the EMPLOYEE's base salary shall be increased no greater than the San Francisco Bay Area Consumer Price Index, All Consumers and no less than Two Percent (2.0%). The City Council will determine the percentage of the annual cost of living adjustment. Should all of the bargaining groups in the City of Pittsburg not receive a salary

increase during the fiscal year, the City Council may elect to not extend the cost-of-living adjustment in this section.

2. Integration. This Fourth Amendment contains the entire agreement between the parties with respect to its subject matter and supersedes whatever oral or written understanding they may have had prior to the execution of this Fourth Amendment. This Fourth Amendment shall not be amended or modified except by a written agreement executed by each of the parties. Except as specifically revised herein, all terms and conditions of the Agreement shall remain in full force and effect.

3. Inconsistencies. In the event of any conflict or inconsistency between the provisions of this Fourth Amendment and the Agreement, the provisions of this Fourth Amendment shall control in all respects.

4. Ambiguities. The parties have each carefully reviewed this Fourth Amendment and have agreed to each term of this Fourth Amendment. No ambiguity shall be presumed to be construed against either party.

IN WITNESS WHEREOF, the parties have entered into this Fourth Amendment on the day and year first hereinabove appearing.

EMPLOYEE

By: _____

Donna Mooney

CITY OF PITTSBURG

By: _____

Shanelle Scales-Preston, Mayor

ATTEST:

By: _____

Alice Evenson, City Clerk

OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565

TO: Mayor and Council Members

FROM: Donna Mooney, City Attorney

SUBJECT: Adoption of a City Council Resolution to Authorize a Fifth Amendment to the Employment Agreement for the City Manager

MEETING DATE: October 2, 2023

EXECUTIVE SUMMARY

On February 5, 2019, the City Council approved the appointment of Garrett Evans as City Manager and authorized an Employment Agreement. On September 18, 2023, following a performance evaluation, the City Council directed staff to bring to open session for consideration a fifth amendment to the Employment Agreement to increase the salary by Four Percent (4%), effective February 5, 2023 and Four Percent (4%), effective the first pay period in February 2024. Additional Agreement term amendments include deferred compensation contribution amounts of $12,500 for 2023 and 2024.

FISCAL IMPACT

The Employment Agreement amendment will result in an approximate increased payroll cost of $26,000 for Fiscal Year 2022/2023, and $53,000 for Fiscal Year 2023/2024 which will be absorbed into the department's current allocated budget.

RECOMMENDATION

It is recommended that the City Council adopt a City Council Resolution to Authorize a Fifth Amendment to the Employment Agreement for the City Manager.

BACKGROUND

On February 5, 2019, the City Council approved the appointment of Garrett Evans as City Manager. On February 5, 2020 City Council authorized the first amendment to the Employment Agreement to reflect a Two Percent (2%) merit adjustment. On June 15, 2020, the City Council authorized the second amendment to the City Manager's contract to reduce salary and benefits based on the pandemic. On March 22, 2022, the City Council authorized the third amendment to increase the City Manager's base salary by Two and a Half Percent (2.5%) as a cost-of-living adjustment.

A consulting firm was retained by the City in September 2022 to conduct a market-rate compensation survey of local City Manager positions and found that the City Manager salary was behind market rate. On November 21, 2022, City Council approved to extend the term of the agreement and include an automatic renewal as well as and increase base salary by Seven and a Half Percent (7.5%), effective July 10, 2022. The Agreement also amended Section 6.B. Compensation and Annual Evaluation, removing the performance bonus, up to Ten Thousand Dollars ($10,000) annually and modifying the annual evaluation period from November and December (at least once a year) to February and March ("Annual Evaluation").

On September 18, 2023, the City Council directed staff to bring to open session for consideration a fifth amendment to the employment agreement for the City Manager.

SUBCOMMITTEE FINDINGS

This item was not submitted to a subcommittee.

STAFF ANALYSIS

A market-rate compensation survey of local City Manager positions in Contra Costa County concluded that Pittsburg's current City Manager salary rate was approximately Five Percent (5%) below the average monthly salary of City Manager's of the comparative cities.

Mr. Evans received a performance review in closed session with the City Council on August 21, 2023 and September 18, 2023, and the City Council provided authorization to proceed with amendments to the City Manager's Agreement.

The Fifth Amendment to the City Manager agreement is amended to provide a salary increase of 4% effective February 5, 2023, increasing the base monthly salary rate to $24,022 and a salary increase of 4% effective the first pay period in February 2024, increasing the base monthly salary rate to $24,983 in order to align with the external market, based on a salary study and cost of living adjustments (COLAs) of 4% provided to employees across all bargaining units and to minimize compaction.

The City Council and Manager may set mutually agreed upon objectives for each year under this agreement. The City Council shall evaluate Manager's performance at least once per year to establish mutually agreed upon objectives. Following the Fifth Amendment to this agreement, the City Council shall evaluate Manager's performance during September 2024.

Beginning 2025, while the Agreement is in effect, the City Manager's base salary shall be increased no greater than the San Francisco Bay Area Consumer Price Index, All Consumers and no less than Two Percent (2.0%). The City Council will determine the percentage of the annual cost of living adjustment. Should all of the bargaining groups in the City of Pittsburg not receive a salary increase during the fiscal year, the City Council may elect to not extend the cost of living adjustment.

Additionally, an increase in deferred compensation is added to the agreement effective the first pay period in October 2023. The City shall pay an additional contribution of $12,500 to the City Manager's 401(a) or 457(b) deferred compensation plan. Effective the first pay period in October 2024, the City shall pay an additional contribution of $12,500 to the City Manager's 401(a) or 457(b) deferred compensation plan.

The attached Employment Agreement amendments are proposed for adoption by the City Council.

ATTACHMENTS: Fifth Amendment to Employment Agreement
Resolution

Report Prepared By: Jennifer Brizel, Director of Human Resources

FIFTH AMENDMENT TO
EMPLOYMENT AGREEMENT

This Fifth Amendment to the Principal Agreement made and entered into on February 5, 2019, hereafter referred to as Agreement, between Garrett Evans, an individual, therein referred to as Employee, and the City of Pittsburg, a municipal corporation, therein referred to as City, is made and entered into on this February 5, 2023.

WHEREAS, the parties desire to amend Compensation terms, increasing Compensation by Four Percent (4%), effective February 5, 2023; and Four Percent (4%), effective the first pay period in February 2024; and

WHEREAS, the parties further desire flexibility for the timing of the annual performance this year, and add a contribution to deferred compensation.

NOW, THEREFORE, Employee and City do mutually agree as follows:

1. **Compensation and Evaluation.** Sections 6A, 6B and 6C of the Agreement are hereby amended to read as follows:

   A. CITY agrees to pay EMPLOYEE effective February 5, 2023, at a monthly rate of $24,022 per month, which sum shall be considered base salary and shall be payable in installments at the same time as other employees of the CITY are paid, and subject to customary withholdings. Effective the first pay period in February 2024, the base monthly salary shall be increased by a four percent (4%) cost-of-living adjustment, to $24,983.

   B. CITY and EMPLOYEE may set mutually agreed upon objectives for each year under this Agreement. The City Council shall evaluate Manager's performance at least once a year during the months of November and December ("Annual Evaluation"). Mutually agreed upon objectives will be set during the first quarter of each calendar year. Beginning 2024, the City Council shall evaluate Manager's performance during September.

   C. Beginning 2025, CITY and EMPLOYEE agree, each succeeding year while this Agreement is in effect, the EMPLOYEE's base salary shall be increased no greater than the San Francisco Bay Area Consumer Price Index, All Consumers and no less than Two Percent (2.0%). The City Council will determine the percentage of the annual cost of living adjustment. Should all of the bargaining groups in the City of Pittsburg not receive a salary increase during the fiscal year, the City Council may elect to not extend the cost-of-living adjustment in this section.

2. **Deferred Compensation.** Section 7.C. of the Agreement is hereby added to read as follows:

C. Effective the first pay period in October 2023, the City shall pay an additional contribution of $12,500 to the City Manager's 401(a) or 457(b) deferred compensation plan. Effective the first pay period in October 2024, the City shall pay an additional contribution of $12,500 to the City Manager's 401(a) or 457(b) deferred compensation plan.

3. Integration. This Fifth Amendment contains the entire agreement between the parties with respect to its subject matter and supersedes whatever oral or written understanding they may have had prior to the execution of this Fifth Amendment. This Fifth Amendment shall not be amended or modified except by a written agreement executed by each of the parties. Except as specifically revised herein, all terms and conditions of the Agreement shall remain in full force and effect.

4. Inconsistencies. In the event of any conflict or inconsistency between the provisions of this Fifth Amendment and the Agreement, the provisions of this Fifth Amendment shall control in all respects.

5. Ambiguities. The parties have each carefully reviewed this Fifth Amendment and have agreed to each term of this Fifth Amendment. No ambiguity shall be presumed to be construed against either party.

IN WITNESS WHEREOF, the parties have entered into this Fifth Amendment on the day and year first hereinabove appearing.

EMPLOYEE

By: _____

Garrett Evans

CITY OF PITTSBURG

By: _____

Shanelle Scales-Preston, Mayor

APPROVED AS TO FORM

By: _____

Donna Mooney, City Attorney

ATTEST:

By: _____

Alice Evenson, City Clerk

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Authorizing the Mayor to Execute the)
Fifth Amendment to the Employment) RESOLUTION 23-
Agreement for the City Manager)

WHEREAS, the City Council hired Garrett Evans to serve as City Manager of the City of Pittsburg and entered into an Employment Agreement ("Agreement") on February 5, 2019; and

WHEREAS, the Fifth Amendment to the City Manager agreement is amended to provide a salary increase of Four Percent (4%) effective February 5, 2023, increasing the base monthly salary rate to $24,022 and a salary increase of Four Percent (4%) effective the first pay period in February 2024, increasing the base monthly salary rate to $24,983 in order to align with the external market based on a salary study and cost of living adjustments (COLAs) of Four Percent (4%) provided to employees across all bargaining units and to minimize compaction; and

WHEREAS, the City Council shall evaluate Manager's performance at least once per year and set mutually agreed upon objectives. Following the Fifth Amendment to this agreement, the City Council shall evaluate Manager's performance during September 2024; and

WHEREAS, beginning 2025, City and City Manager agree, each succeeding year while this Agreement is in effect, the City Manager's base salary shall be increased no greater than the San Francisco Bay Area Consumer Price Index, All Consumers and no less than Two Percent (2.0%). The City Council will determine the percentage of the annual cost of living adjustment. Should all of the bargaining groups in the City of Pittsburg not receive a salary increase during the fiscal year, the City Council may elect to not extend the cost-of-living adjustment in this section; and

WHEREAS, effective the first pay period in October 2023, the City shall pay an additional contribution of $12,500 to the City Manager's 401(a) or 457(b) deferred compensation plan. Effective the first pay period in October 2024, the City shall pay an additional contribution of $12,500 to the City Manager's 401(a) or 457(b) deferred compensation plan; and

WHEREAS, Garrett Evans has indicated his concurrence with the amended terms of the Employment Agreement.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby authorizes the Mayor to execute the Fifth Amendment to the Employment Agreement.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 2nd day of October 2023, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

_____
Shanelle Scales-Preston, Mayor

ATTEST:

_____
Alice E. Evenson, City Clerk

OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565

TO: Mayor/Chair and Council/Governing Board Members

FROM: Garrett Evans, Executive Director

SUBJECT: Adoption of a Pittsburg Power Company Resolution Adopting the 2022 Power Content Label to the California Energy Commission

MEETING DATE: October 2, 2023

EXECUTIVE SUMMARY

The Pittsburg Power Company (PPC), in compliance with the State law (Public Utilities Code 398.1(b)), is disclosing both the power sources portfolio information and comparison to California's total system power mix on an annual Power Content Label (PCL). For public agencies submitting board resolutions as attestation, in lieu of a requirement to provide a report from an auditor, the Board of Directors must attest to and adopt the PCL.

FISCAL IMPACT

Adoption of the 2022 PCL has no fiscal impact to Island Energy's Enterprise Fund or the City of Pittsburg's General Fund.

RECOMMENDATION

The Governing Board of the Pittsburg Power Company (PPC) adopts PPC's 2022 Power Content Label.

BACKGROUND

Under the Power Source Disclosure Program, electricity retail suppliers are required to submit to the California Energy Commission (CEC) annually to disclose their gross purchases of electricity by source, resales of electricity, and the net electricity by source used to serve retail load for the previous calendar year.

SUBCOMMITTEE FINDINGS

The 2022 Power Content Label was not presented to the PPC Subcommittee.

STAFF ANALYSIS

Derived from the 2022 Power Source Disclosure Report, the 2022 PCL shows resources or fuel types of power procured and sold to end use customers. The 2022 Power Content Label indicates that for calendar year 2022, 25.8% of PPC's annual electricity sales to end use customers was from solar generation, 0.9% from eligible hydroelectricity, 9.6% from large hydroelectric generation, 4% from excess solar generation from customer owned solar systems on Mare Island and 59.8% of 2022 annual electricity sales was purchased from open market and its sources of generation cannot be specified.

ATTACHMENTS: 2022 Power Content Label
Resolution

Report Prepared By: Vanessa Xie, Administrative Officer

BEFORE THE GOVERNING BOARD OF THE PITTSBURG POWER COMPANY

In the Matter of:

Attesting the Veracity of the)
2022 Power Content Label to the) RESOLUTION NO.
California Energy Commission)

WHEREAS, Pittsburg Power Company (PPC), a joint powers authority, provides retail electricity and natural gas services on Mare Island, Vallejo in the name of Island Energy (IE); and

WHEREAS, under the Power Source Disclosure Program, electricity retail suppliers are required to submit to the California Energy Commission (CEC) annually to disclose their gross purchases of electricity by source, resales of electricity, and the net electricity by source used to serve retail load for the previous calendar year; and

WHEREAS, the electricity retail suppliers then disclose to their consumers the power mix associated with their electricity portfolios, as well as California's overall power mix on an annual Power Content Label; and

WHEREAS, PPC, in compliance with the State law (Public Utilities Code 398.1(b)), is disclosing both the power sources portfolio information and comparison to California's total system power mix on an annual Power Content Label (PCL); and

WHEREAS, the CEC regulations authorize a public agency electric retail provider that offers only one electricity product to approve submission of an attestation of the veracity of the PCL, in lieu of a requirement to provide a report from an auditor.

NOW, THEREFORE BE IT RESOLVED that the Governing Board of the Pittsburg Power Company hereby approves the 2022 Annual PCL and attests the veracity of the said PCL.

PASSED AND ADOPTED by Governing Board of the Pittsburg Power Company at a regular meeting on the 2nd day of October 2023, by the following vote:

AYES:
NOES:
ABSTAINED:
ABSENT:

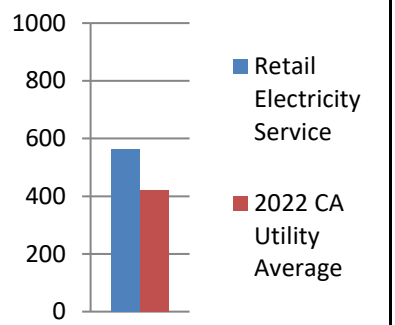
_____
Shanelle Scales-Preston, Chair

ATTEST:

_____
Garrett Evans, Executive Secretary

2022 POWER CONTENT LABEL
(Pittsburg Power Company)
(https://islandenergy.com/power-content-label/)

Greenhouse Gas Emissions Intensity (lbs CO_2e/MWh)		Energy Resources	Electricity Portfolio Name	2022 CA Power Mix
Retail Electricity Service	2022 CA Utility Average	**Eligible Renewable**[1]	**26.6%**	**35.8%**
		Biomass & Biowaste	0.0%	2.1%
		Geothermal	0.0%	4.7%
564	**422**	Eligible Hydroelectric	0.9%	1.1%
		Solar	25.8%	17.0%
		Wind	0.0%	10.8%
		Coal	**0.0%**	**2.1%**
		Large Hydroelectric	**9.6%**	**9.2%**
		Natural Gas	**0.0%**	**36.4%**
		Nuclear	**0.0%**	**9.2%**
		Other	**4.0%**	**0.1%**
		Unspecified Power[2]	**59.8%**	**7.1%**
		TOTAL	**100.0%**	**100.0%**



Percentage of Retail Sales Covered by Retired Unbundled RECs[3]:	0%	

[1]The eligible renewable percentage above does not reflect RPS compliance, which is determined using a different methodology.

[2]Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation source.

[3]Renewable energy credits (RECs) are tracking instruments issued for renewable generation. Unbundled renewable energy credits (RECs) represent renewable generation that was not delivered to serve retail sales. Unbundled RECs are not reflected in the power mix or GHG emissions intensities above.

For specific information about this electricity portfolio, contact:	**(Pittsburg Power Company)** **(707-562-5000)**
For general information about the Power Content Label, visit:	https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure-program