

**City of Pittsburg
Planning Commission and
Historic Resources Commission Agenda**

July 10, 2018

**City Hall Council Chamber
65 Civic Avenue, Pittsburg, CA 94565**

**Regular Meeting
7:00 P.M.**

Planning Commission Members

**James Coniglio
Elissa Robinson
Durie Foster
Jeremy Ward
Mark Linde
Sarah Foster
J. Faye Fields**

Any member of the public who wishes to address the Commission should complete a Speaker's Card, available on the public counter below the dais. Please note on the card the agenda item number, or, for items not listed on this agenda, a brief description of the issue on which you would like to address the Commission. Give the completed form to the Minutes Clerk or a staff member, who will give the card to the Commission Chair. The Chair will invite the speaker(s) to the podium at the appropriate time during the meeting. Each individual will be given three minutes to address the Commission, unless additional time is allowed as provided for spokespersons. Prior to speaking, each speaker is requested to state his or her name and business and city of residence in a clear and audible tone of voice. For items listed under the "Public Hearings" or "Commission Consideration" portions of this agenda, the public hearing or public comment period will follow a brief presentation on the item by Planning Department staff and/or the project applicant.

A decision by the Planning Commission is not final until the appeal period expires 10 calendar days after the date the decision occurred. The applicant, City Council member(s), City Manager, or any affected person may appeal the denial, approval, recommendation, or any condition of approval of an item within the 10-day appeal period. A completed appeal form and the applicable filing fee must be filed with the City Planner, 65 Civic Avenue, Pittsburg. The appeal form must include the name and address of the appellant and state the reasons for the appeal. The appeal will be set for City Council consideration and appropriate public notification given.

The Commission requests that you refrain from disruptive conduct during the meeting and that you observe the order and decorum of the Council Chamber. Please turn off or set to vibrate all cellular phones, and refrain from making personal, impertinent or slanderous remarks. Boisterous or disruptive behavior while the Commission is in session, and the display of signs in a manner that violates the rights of others or prevents others from watching or fully participating in the Planning Commission meeting is considered counterproductive and will not be tolerated, and the Commission Chair can order any person who engages in such conduct to leave the Council Chamber.

PLANNING COMMISSION MEETING

CALL TO ORDER

ADMINISTRATION OF OATH OF OFFICE

Planning Commissioners James Coniglio, Sarah Foster, and J. Faye Fields

ROLL CALL

PLEDGE OF ALLEGIANCE

REORGANIZATION

Election of Chair and Vice Chairperson

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

PRESENTATIONS

CONSENT

(All items listed under the "Consent" portion of the agenda are considered routine and are adopted under one motion. Any item appearing as a Consent item on this agenda will be considered separately only upon request from a member of the Planning Commission, staff or public.)

1. Minutes

Meeting Minutes of May 22, 2018

PUBLIC HEARINGS

2. Consideration of a Resolution Recommending City Council Approval of the Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR).

This is a continued public hearing on a request for a recommendation to City Council for: 1) adoption of an amendment to the existing 'Empire Business Park' Overlay Zoning District (Ord. Nos. 07-1284 and 04-1214) to allow a "Major Utility" use subject to a use permit; 2) approval of a use permit for a Major Utility; and 3) design review approval of plans to install an energy storage project in three 60,000 sq. ft. buildings with related accessory equipment and tie-line to an existing PG&E substation. The project site covers a 12-acre portion of the 35-acre Empire Business Park parcel located at 701 Willow Pass Road in the IP-O (Industrial Park Overlay) District. Assessor's Parcel No. 085-280-010.

STUDY SESSION

3. San Marco Commercial Center, AP-18-1349 (PPR).

This is a preliminary plan review of a proposal to construct a new commercial center on a 3.69-acre site located at 2011 W. Leland Road in the PD (Planned Development, Ordinance No. 12-1362) District. Assessor's Parcel No. 097-550-054.

ZONING ADMINISTRATOR REPORTS

4. Notice of Intent to Exercise Delegated Design Review Authority and Submittal of Adopted Zoning Administrator Resolutions.

The Zoning Administrator submits five notices of intent to exercise delegated design review authority for: 1) an application by Durham School Services, LP, to install of a 1,440-square-foot modular office building for an existing bus storage yard; 2) an application by Praxair to construct a 0.16-acre, secure cylinder storage facility; 3) an application to remodel the existing Woods Grove Apartments common building; 4) an application by the Dow Chemical Company to install an approximately 3,600 square foot ISO container offloading station; and 5) an application to relocate the monument sign for the Sonic Drive-In Restaurant. The Zoning Administrator also submits one resolution previously approved under the delegated authority (Planning Commission Resolution No. 9918).

STAFF COMMUNICATIONS

COMMITTEE REPORTS

ADJOURNMENT OF PLANNING COMMISSION MEETING

HISTORIC RESOURCES COMMISSION MEETING
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CALL TO ORDER

ROLL CALL

REORGANIZATION

Election of Chair and Vice Chairperson

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

PRESENTATIONS

CONSENT

5. Minutes

Meeting Minutes of July 11, 2017

STAFF COMMUNICATIONS

ADJOURNMENT OF HISTORIC RESOURCES COMMISSION MEETING

NOTICE TO PUBLIC

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 citizens. 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 Commission 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)

GENERAL INFORMATION

Copies of the open session agenda packets that are distributed to the Planning Commission are on file in the office of the Planning Department, 65 Civic Avenue, Pittsburg, California, and are available for public inspection, beginning no fewer than 72 hours in advance of the meeting, during normal business hours (8:00 a.m. – 5:00 p.m., Monday through Friday, except city holidays). Additionally, if any reports or documents that are public records are distributed to the Planning Commission fewer than 72 hours before the meeting, those reports and documents will also be available for public inspection in the city's Planning Department and at the Commission meeting. The Pittsburg Library is also provided a full agenda packet for your convenience. As a courtesy, the agenda is also located on the city's website at www.ci.pittsburg.ca.us.

**MINUTES
OF A REGULAR MEETING
OF THE
PITTSBURG PLANNING COMMISSION**

May 22, 2018

A regular meeting of the Pittsburg Planning Commission was called to order by Chair Gargalikis at 7:00 p.m. on Tuesday, May 22, 2018, in the Council Chamber, City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Chair Gargalikis, Commissioner Coniglio, Croskey, Foster, Linde, Robinson, Ward

Staff: Community Development Director Jill Hecht, Acting Planning Manager/ Secretary Jordan Davis, Deputy City Clerk Amanda McVey, Contract Planner Cathy Munneke

PLEDGE OF ALLEGIANCE

Commissioner Robinson 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 May 8, 2018

On motion by Commissioner Foster seconded by Commissioner Robinson to approve the minutes and carried unanimously.

PUBLIC HEARINGS

2. Recommendation on Zoning Text Amendments to Pittsburg Municipal Code Title 18 Related to Massage Establishments, AP-18-1335 (RZ)

A public hearing on a City-initiated proposal to consider amendments to Title 18, Zoning, of the Pittsburgh Municipal Code (PMC) in order to: 1) eliminate the existing land use classification for 'massage therapy services'; 2) replace it with a new classification for 'massage establishment'; and 3) clarify that a use permit is required for this type of business in commercial and mixed-use districts.

Contract Planner Cathy Munneke gave a presentation.

Chair Gargalikis opened the public hearing.

Pittsburg Police Captain Patrick Wentz spoke on behalf of the Pittsburgh Police Department stating their support of the proposal.

There being no one to speak further to the item, Chair Gargalikis closed the public hearing.

On motion by Commissioner Foster seconded by Commissioner Robinson to approve the proposed amendments and carried unanimously.

ZONING ADMINISTRATOR REPORTS

3. Submittal of Adopted Zoning Administrator Resolutions

The Zoning Administrator submit one notice of intent to exercise delegated design review authority for the repainting of Cardenas Market (formerly Mi Pueblo Market). The Zoning Administrator also submit two resolutions previously approved under the delegated authority (Planning Commission Resolution No. 9918).

Commissioners acknowledged receipt of the notice and previously approved resolutions.

STAFF COMMUNICATIONS

Acting Planning Manager / Secretary Jordan Davis announced that BART will begin service through the Pittsburgh Center Station on May 26, 2018. A ribbon cutting ceremony will be held at the Antioch Station on Friday, May 25, 2018 beginning at 11:00 a.m.

COMMITTEE REPORTS

There were no committee reports.

ADJOURNMENT

The meeting was adjourned at 7:16p.m. to June 12, 2018.

Jordan Davis, AICP, Acting Secretary

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: Consideration of a Resolution Recommending City Council Approval of the Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR).

ORIGINATED BY: Kevin Johnson on behalf of Diablo Energy Storage LLC, 5000 Hopyard Road, Suite #480, Pleasanton, CA 94588

SUBJECT: This is a continued public hearing on a request for a recommendation to City Council for: 1) adoption of an amendment to the existing 'Empire Business Park' Overlay Zoning District (Ord. Nos. 07-1284 and 04-1214) to allow a "Major Utility" use subject to a use permit; 2) approval of a use permit for a Major Utility; and 3) design review approval of plans to install an energy storage project in three 60,000 sq. ft. buildings with related accessory equipment and tie-line to an existing PG&E substation. The project site covers a 12-acre portion of the 35-acre Empire Business Park parcel located at 701 Willow Pass Road in the IP-O (Industrial Park Overlay) District. Assessor's Parcel No. 085-280-010.

RECOMMENDATION:

Staff recommends that the Planning Commission review the initial study and proposed mitigated negative declaration (MND) for the project and adopt Resolution No. 10095, recommending that the City Council:

1. Adopt an ordinance amending the existing 'Empire Business Park' Overlay Zoning District (Ord. Nos. 07-1284 and 04-1214) to allow a "Major Utility" use subject to a use permit within the IP-O-2 subdistrict, as shown in Attachment 1, Exhibit A; and
2. Adopt a resolution approving a use permit for a "Major Utility", and granting design review approval for Planning Application No. 17-1270, subject to conditions.

BACKGROUND:

On January 20, 2004, the City Council adopted Ordinance No. 04-1214, which established the existing IP-O District, commonly referred to as the 'Empire Business Park Overlay,' applicable to the property, in order to specify permitted, conditionally permitted, and limited uses for the property, as well as development regulations related to maximum building height, maximum lot coverage, front yard setback, and maximum floor area ratio.

On May 21, 2007, the City Council adopted Ordinance No. 07-1284, in conjunction with a comprehensive zoning code update in order to add "religious assembly," as a conditionally permitted use in multiple overlay districts.

Planning Commission Staff Report

On March 27, 2018, the Planning Commission continued the public hearing to April 10, 2018. On April 10, 2018, the Planning Commission continued the public hearing to April 24, 2018. On April 24, 2018, the Planning Commission continued the public hearing to May 8, 2018. On May 8, 2018, the Planning Commission continued the public hearing on this request to a date uncertain.

PROJECT DESCRIPTION:

Existing Conditions: The project site consists of a 12-acre portion of the 35-acre site designated as the Empire Business Park. The site fronts Willow Pass Road to the north. The project site is currently vacant with no structures.

Surrounding Land Uses: The project site is surrounded by a mix of light industrial, utility and low-density residential land uses. Adjacent lands north of Willow Pass Road are industrial in use. The adjacent land to the south of the project site is developed as an approximately 400,000 square foot commercial warehouse-style structure with associated parking and truck loading docks. Adjacent lands to the east of the site consist of a paved commercial entrance road between the project site and a residential housing tract. Adjacent lands to the west of the site are comprised of a paved entrance to the commercial development to the south, a graded undeveloped area, and a high voltage electric transmission line corridor which runs north-south through the City, crossing Willow Pass Road.

Proposed Project: The purpose of the proposed development is to reliably and economically receive, store and discharge electric energy from the California Independent System Operator (CAISO)-controlled electric grid, including renewable energy produced by existing solar and wind resources in the region. The project would interconnect to the CAISO grid at the nearby PG&E Pittsburg Substation.

The project consists of three, approximately 60,000 square foot, unmanned buildings which would house advanced energy storage technology (e.g. lithium ion batteries) which, together with related control equipment including inverters, transformers, and a small onsite electric substation, would be connected via a new electric tie-in line to the existing Pacific Gas and Electric Company (PG&E) Pittsburg Substation located approximately 0.6 miles north of the project site. The facility would be unoccupied and is designed for full remote operation. The preliminary layout and conceptual design details of the project are shown on Attachment 2.

The buildings have each been proposed with a modern design that includes a combination of natural colored tilt-up concrete panels and horizontal metal paneling in a complementary light stone color.

The site plan is organized so that the three buildings are aligned in an east to west direction with outdoor electrical equipment located between the buildings, as shown on Sheet C-6 of the Conceptual Site Plan (Attachment 2). The proposed Substation would be placed between buildings one and two on the interior of the site. The service

driveway accessing the rear of the buildings would be located along the southern edge of the project site. The site would be graded to provide bio-retention swales around the outer perimeter of the buildings. This arrangement of buildings and equipment would effectively screen the outdoor equipment from view from the residential uses and provide some sound attenuation. Outdoor equipment located between the buildings would be visible from Willow Pass Road; however, a proposed condition of approval would require trees be planted every 40 feet along the north side of the proposed structures, providing additional screening.

The Substation would be fenced in accordance with high voltage electric code requirements and would include an approximately 24-foot wide by 50-foot high H-frame structure with switches, lightning arrestors and metering equipment.

Sidewalk, curb, and gutter improvements exist at the site frontage. A conceptual landscape plan is provided in the Preliminary Site Plans (Attachment 2). No signage, except the address number, is proposed for the building frontage or site perimeter.

The project includes a tie-line to connect the project facility to the existing PG&E Substation. The area between the project site and the Pittsburg Substation is extensively developed with industrial and utility infrastructure which influences the choice of feasible routes for the tie-line. Three feasible preliminary tie-line routes have been identified: a) west of the fuel oil tank farm (a distance of 6,700 feet); b) along an existing NRG access road through the fuel oil tank farm (a distance of 3,800 feet); and c) east of the fuel oil tank farm (a distance of 5,800 feet). The above ground tie-line would include an overhead power line atop poles approximately 77 to 95 feet high. The applicant is requesting approval to develop the project using any of the alignments, subject to minor revisions as may be approved by the City Planner.

The entire project site would be secured with seven-foot-tall fencing consisting of six-foot high chain link with a one-foot high security wire top. A controlled access gate would be located at the project site entrance and a second gate would be located near the northwest corner of the site where an existing road would provide for emergency access.

Water would be required during operations for photovoltaic (PV) module washing and fire protection. Deionized water would be used for module washing and would be delivered to the project site as needed from a commercial vendor. Fire protection water would be provided by an onsite tank that would be installed near the project site's entrance. The tank would be dedicated for fire water reserve and the system would be designed to deliver 10,000 gallons.

No designated parking is proposed on site since operation and maintenance activity would be minimal and, when present, operations and maintenance personnel would be able to park temporarily along site access roads.

Planning Commission Staff Report

Construction and equipment installation is expected to take 6 to 12 months including the buildings, outdoor electrical equipment, and site preparation including storm water controls and landscaping. Construction of each of the three buildings may be phased in response to market demands. If phased, project improvements essential for the entire site such as the connection to the City storm water system, the onsite substation, and the electric tie-line, would be installed in the initial phase. The initial phase would include the first building (eastern most building) and related systems.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The project site is located in the 'West Central Subarea' of the Pittsburg General Plan and would conform to the General Plan policies adopted for this subarea. The project site is designated on the General Plan Land Use map as Business Commercial. This designation is intended to provide sites for a variety of uses including custom manufacturing, limited assembly and light manufacturing. The proposed use, an energy storage project would be consistent with this intent.

General Plan Policy 2-P-77 addresses the project site specifically to, "allow and encourage development of a Business Commercial complex between Willow Pass Road and the BNSF Railroad track, east of the PG&E transmission corridor." The proposed project would implement the intent of this policy. The project would also provide fiscal benefits to the City of Pittsburg, consistent with the goals of the General Plan Economic Development Element, would add to the infrastructure within the City of Pittsburg.

Zoning: The project site's base zone is IP-O (Industrial Park Overlay as specified in Ordinance No. 04-1214, and later amended by Ordinance No. 07-1284) District. The intent of this overlay district is to ensure that compatible uses are allowed as appropriate according to proximity to residential uses. The overlay district is also intended to assist in the redevelopment of vacant and underutilized parcels along Willow Pass Road with business and commercial service uses, and to provide sites for service oriented commercial and light industrial uses in a landscaped setting.

The proposed use (battery storage plus a substation) fits under the zoning ordinance use classification of "major utility" which is defined, in part, to include major power facilities as well as electrical substations. The applicant is requesting an amendment to the existing IP-O District to allow a "Major Utility" subject to approval of a use permit. The proposed tie lines (i.e. overhead power lines) that would connect the project to the existing PG&E Substation are permitted within the IP-O and IG (General Industrial) districts.

Development Regulations. The proposed project complies with the Property Development Regulations set forth in Attachment 4.

Design Guidelines: In 2010, the Planning Commission adopted Resolution No. 9864 amending the City's Development Review Design Guidelines (DRDGs). The DRDGs

Planning Commission Staff Report

provide a framework for the design review of residential, commercial, and industrial projects. The project as proposed complies with DRDGs as set forth in Attachment 5.

Required Findings - Zoning Amendment: In order to recommend approval of a zoning amendment, the Commission must find (in accordance with PMC sections 18.16.020 and 18.48.030) 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.

Required Findings - Limited Overlay District: The procedure for an amendment to an adopted overlay plan is initiated in the same manner as an application for a Zoning Map amendment (in accordance with PMC section 18.74.070). In order to recommend approval of an amendment to the existing limited overlay, the Commission must also find (in accordance with PMC section 18.74.060) that the proposed amendment:

1. is necessary because there are special or unique characteristics of the site or improvements that require land use and development regulations that cannot be adequately accommodated or controlled by the base zoning district;
2. conforms to the General Plan; and
3. generally, complies with the land use and development regulations of the base zoning district.

Required Findings - Use Permit: In order to recommend approval of a use permit, the Commission must make findings (PMC section 18.16.040) that the proposed use:

- A. is in accord with the objective of this title, 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;

Planning Commission Staff Report

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 the 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 approval of a design review application, the Commission must determine (in accordance with PMC section 18.36.220.B) that:

1. 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;

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

3. 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;

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

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

Environmental: The 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 that study, the Planning Manager determined that potentially significant effects of the project could be lessened through specified mitigations, and subsequently, the Notice of Intent to Adopt a Mitigated Negative Declaration was prepared and distributed to the public on February 9, 2018, for a 30-day review and comment period, in accordance with CEQA Guidelines section 15105(b). The review period was extended to March 23, 2018, to accommodate public review.

During the public review period, one comment letter was received from Delta Diablo (see Attachment 8). No deficiencies with the environmental analysis were identified by Delta Diablo, so no changes to the initial study were made in response to the letter;

Planning Commission Staff Report

however, a condition of approval has been added to the project to address their general concerns about potential construction impacts to existing wastewater pipeline infrastructure.

Public Notice: On or prior to June 30, 2018, notice of the July 10, 2018, public hearing was published in the East County Times; was posted at City Hall and on the “Public Notices” section of the City’s website; was delivered for posting at the Pittsburg Library; 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 project site, to local service agencies expected to provide services to the facility, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.020 and Government Code sections 65091.

ANALYSIS:

Staff believes that the Planning Commission can make all of the necessary findings to recommend approval of the project, as presented.

Zoning Amendment: The proposed use would require a zoning text amendment to amend the IP-O (Industrial Park Limited Overlay, Ord. No. 04-1214) District such that a “major utility” land use classification would be permitted with a use permit as shown on Exhibit A of Attachment 1. PMC Section 18.08.050 defines a “Utility, Major” as: “Power generating plant, substation, refuse collection facility, water reservoir, water or waste water treatment facility, or similar facility of a public agency or public utility, but not including a city facility”. A structure that may have a significant effect on the surrounding area is regulated under this classification. The requirement for a Use Permit would ensure Planning Commission review of the proposed project to determine that it would be compatible with other uses permitted in this IP-O District and appropriate for this specific location.

Staff believes the proposed amendment to the IP-O District is needed to allow further expansion of sustainable energy sources in Pittsburg. The City’s Zoning Ordinance does not currently specify where battery storage facilities are permitted because this is a new technology. The storage of renewable energy on the site would help meet a community and statewide need to reduce greenhouse gas emissions, consistent with Assembly Bill (AB) 32 targets.

The existing Empire Business Park Overlay sets forth two subdistricts, the IP-O-1 and IP-O-2. The proposed amendment would apply to the IP-O-2 subdistrict, and not to IP-O-1 subdistricts, as noted in Attachment 1, Exhibit A.

Use Permit: The development of the energy storage project is consistent with the General Plan goal of encouraging development of the business park at this specific site. The proposed project complies with all of the IP-O District development standards in which it is located.

The relationship of the proposed project to the adjacent residential development was evaluated in terms of: a) visual quality; b) operational characteristics; and c) sound. In terms of the visual character, the design of the proposed project faces inward. The sound wall at the perimeter of the adjacent residential development provides both a visual and sound barrier between the uses, while the layout of the site plan further screens external equipment with the buildings. The existing landscaping along the east property line would remain in place. The low key character of the proposed development would be in keeping with the intent of the Industrial Park zoning designation.

In terms of operational characteristics, the project would be unmanned and would be capable of operating 24 hours a day, seven days a week. The only external effect would be a slight change in the sound levels in the vicinity of the project when in operation. As part of the environmental review process, a Noise and Vibration Analysis was prepared to determine the potential change in sound levels both during construction and operation. During construction there would be a substantial change in sound levels; however, this would be regulated by City Ordinance and would last (at the most) for the twelve-month construction period only. During regular facility operation there would be a very slight (0.5 dBA) increase in the sound level at the residences just east of the project site, which is not noticeable to the human ear. At the northern property line of the project site the sound level would be 68 dBA, an increase of 3.8 dBA.

Given the above characteristics of the project in terms of appearance, operational characteristics, and sound level, the project would be considered a compatible use to the adjacent residential uses. It should also be noted that the impacts of this use are estimated to be less than potential impacts of many of the uses that are permitted by the underlying Empire Business Park IP-O District.

The proposed use would not cause any detrimental effects to the City, nor would it cause any public nuisance/enforcement problems, as long as all applicable building and fire regulations are adhered to during the construction/installation phase, and applicable provisions of the PMC are adhered to throughout the life of the use. The proposed project would not create a demand for public services within the City beyond that of the ability of the City to meet because the use is private and would not require any additional public services. The design of the proposed facility encloses and/or screens the proposed use so that it would not have a negative impact on the adjacent residential uses to the east of the project site. The existing landscaping would be retained at the eastern edge of the property and the blank face of the buildings would be screened from view by this landscaping.

Design Review: With regards to design review, the project conforms with good taste, design and would not diminish the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality. The project has been designed to respect its setting in relationship to existing industrial uses and the adjacent residential use and the facility would be substantially screened from public view by landscaping.

The applicant has indicated that the intent of the architectural design theme is to complement and be compatible with the existing character of neighboring industrial buildings. The established buildings in the area are low profile, industrial buildings using cementitious and metallic exterior materials. The color palette for the large footprint buildings is in the warm beige range. The proposed architectural design shown in Sheets A-1 through A-4 of the Preliminary Site Plans (Attachment 2) uses tilt-up concrete construction for exterior walls to complement the architectural character of the neighboring buildings, with colors complimentary to these buildings. To give a visual and textural interest to the building elevations facing the street, application of a darker beige metal cladding is proposed, complementing the use of metal in the adjacent buildings. The application of exposed roof drainage systems and reveals along the exterior walls provide visual relief and break up the wall surface to smaller modules.

The landscape concept includes small canopy trees in combination with groups of low to medium height flowering shrubs and ground cover in arrangement to blend with the existing adjacent driveway and to shield views of the outdoor electrical equipment and provide a water efficient aesthetic frontage on Willow Pass Road. The suggested plant palate is comprised of drought tolerant species with evergreen foliage. The existing row of trees and driveway edge landscaping at the east side of the site would be left in place. On the west driveway edge trees and ground over are proposed to mirror the landscaping plan on the opposite side of the driveway offsite. Clustered trees and ground cover are proposed for Willow Pass Road.

ACTION REQUIRED:

Move to adopt Resolution No. 10095, recommending City Council approval of: 1) an amendment to the existing Overlay District; 2) a use permit; and 3) design review of plans for the Diablo Energy Storage Project, as conditioned.

ATTACHMENTS:

1. Proposed Resolution No. 10095
- 1a. Exhibit A – Overlay Zoning Map
2. Project Plans, dated January 12, 2018
3. Project Description Diablo Energy Storage
4. Development Regulations Consistency Table
5. Design Guidelines Consistency Table
6. Draft Mitigated Negative Declaration
7. Initial Study
8. Delta Diablo Comment Letter, dated March 15, 2018
9. Public Hearing Notice & Vicinity Map

Prepared by: Joan Lamphier, Consulting Planner

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Recommending City Council	)	Resolution No. 10095
Approval of: 1) an Amendment to a	)	
Limited Overlay District; 2) a Use Permit;	)	
and 3) Design Review of Plans to	)	
Install a 180,000-Square Foot Energy	)	
Storage Facility at 701 Willow Pass Road,	)	
for "Diablo Energy Storage Project, AP-17-	)	
1270 (RZ, UP, DR)."	)	

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On September 1, 2017, Diablo Energy Storage LLC, filed Planning Application No. 17-1270, requesting: 1) approval an amendment to the existing 'Empire Business Park' Overlay Zoning District (Ord. Nos. 07-1284 and 04-1214) to allow a "Major Utility" use subject to a use permit; 2) approval of a use permit for a Major Utility; and 3) design review approval of plans to install an energy storage project in three 60,000 sq. ft. buildings with related accessory equipment and tie-line to an existing PG&E substation. The project site covers a 12-acre portion of the 35-acre Empire Business Park parcel located at 701 Willow Pass Road in the IP-O (Industrial Park Overlay) District. Assessor's Parcel No. 085-280-010.
- B. The proposed Diablo Energy Storage is governed by the applicable goals and policies of the Pittsburg General Plan, Pittsburg Municipal Code (PMC), and the City's Design Review and Development Guidelines adopted by Planning Commission through Resolution No. 9864.
- C. PMC section 18.16.020 identifies the Planning Commission as the advisory body to the City Council on proposed zoning amendments. Pursuant to PMC 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.
- D. The 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 that 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.
- E. On February 9, 2018, 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). The review period was extended to March 23, 2018 to accommodate public review. Public distribution of the NOI consisted of delivery to

the State Clearinghouse, County Clerk's Office, posting on the City's website, and direct mailing to all interested parties and owners/occupants of properties directly contiguous with the Project, in accordance with CEQA Guidelines section 15072.

- F. On March 27, 2018, the Planning Commission continued the public hearing to April 10, 2018. On April 10, 2018, the Planning Commission continued the public hearing to April 24, 2018. On April 24, 2018, the Planning Commission continued the public hearing to May 8, 2018. On May 8, 2018, the Planning Commission continued the public hearing on this request to a date uncertain.
- G. On or before June 30, 2018, in accordance with Government Code sections 65090 and 65091, and PMC section 18.14.020.B, C and D, a "Notice of Public Hearing," for the July 10, 2018, public hearing on this item was published in the East County Times; was posted at City Hall; was delivered for posting at the Pittsburg Library; 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.
- H. On July 10, 2018, the Planning Commission held a public hearing on Planning Application No. 17-1270 (RZ, UP, DR), at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, "Consideration of a Resolution Recommending City Council Approval of the Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)," dated July 10, 2018, and based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, 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 Initial Study and draft Mitigated Negative Declaration for the project were prepared in compliance with Public Resources Code section 21000 et seq. and the Planning Commission has independently reviewed and considered the information contained therein.

Zoning Amendment/Limited Overlay District:

- 3. The proposed amendment is consistent with the General Plan, specifically policy 2-P-77, in that it will facilitate the continued development of a business commercial complex between Willow Pass Road and the BNSF Railroad track, east of the PG&E transmission corridor.

4. The proposed land use regulations are compatible with uses and regulations of the land use district for which they are proposed, in that they will permit a light industrial use with limited customer presence and no industrial activities.
5. The proposed amendment to the 'Empire Business Park' IP-O District will allow development of an energy storage project which will support California's renewable energy goals by providing a means of storing electrical energy including renewable energy produced by existing solar and wind resources in the region.
6. The proposed overlay amendment will allow development of a battery storage project to help meet a community and statewide need to reduce greenhouse gas emissions, consistent with Assembly Bill (AB) 32 targets. The specific amendment is needed in Pittsburg because the City's Zoning Ordinance does not currently specify where battery storage facilities are allowed.
7. The proposed overlay amendment will be in conformity with the public convenience and general welfare, in that it will allow development of a battery storage facility that will improve the efficiency of the electric grid and help reduce energy costs and greenhouse gas emissions. This project will be in keeping with measures other jurisdictions have taken to promote sustainable energy production in their communities.
8. The proposed overlay amendment is necessary because there are special or unique characteristics of the site or improvements that require land use and development regulations that cannot be adequately accommodated or controlled by the base zoning district, in that the Zoning Ordinance currently does not have a land use classification for "Battery Storage" projects. This is a new technology which is important in promoting sustainable energy goals by providing a means of storing energy in non-daylight hours.

Use Permit:

9. The project 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 property was designated with an Industrial Park Overlay District, the intent of which is to provide sites in landscaped settings for research and development facilities, and limited warehouse type facilities. The proposed use will be consistent with this intent.
10. The project will not be detrimental to the health, safety, and general welfare of the City, in that it will have no impact on air quality, odors, or hazardous materials. The project will be unmanned and therefore will not generate traffic. Equipment outside the buildings will be screened in accordance with the Design Review Guidelines.
11. The project will not adversely affect the orderly development of property within the City, in that the project site is vacant and designated for Industrial Park use.

12. The project will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City, in that it will add to the tax base through the development of the property and increased assessed valuation.
13. The project is consistent with the objectives, policies, general land uses and programs specified in the General Plan, in that this site is located in the 'West Central Subarea' of the Pittsburg General Plan and would conform to the General Plan policies adopted for this subarea, specifically Policy 2-P-77, which is intended to encourage development of a Business Commercial complex between Willow Pass Road and the BNSF Railroad track, east of the PG&E transmission corridor. The project would also provide fiscal benefits to the City of Pittsburg, consistent with the goals of the General Plan Economic Development Element.
14. The project will not create a nuisance or enforcement problem within the neighborhood, in that the battery portion of the project will be enclosed within the three buildings, which will also partially screen substation equipment. Further, the noise and vibration assessment prepared for the project has indicated that noise generated from the project would not be noticeable by neighboring residences. Lastly, the use will be required to meet performance standards, as set forth by PMC chapter 18.82, which are intended to address ongoing safety, noise, odor, and maintenance concerns.
15. The project will not encourage marginal development within the neighborhood, in that project would be located on a vacant, infill site, and has been designed to complement and blend in with the existing mixed-use character of the area.
16. The project 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 imposed by law, in that the facility will be unmanned, causing no demand for additional public services.
17. The project is consistent with the City's approved funding priorities, in that there are no public funds associated with this project.

Design Review

18. The project conforms with good taste and design and will not diminish the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, in that it has been designed to complement and respect its relationship with existing industrial uses and the adjacent residential use.
19. The project does not require protection from noise, vibrations, and other factors that may tend to make the environment less desirable for its users because the facility is intended for unmanned operation.
20. The project will not cause the neighborhood to materially depreciate in appearance and value because it is designed to have a utilitarian appearance consistent with

the area's industrial zoning. The existing landscaping on the eastern property line will remain in place and provide screening for the residential uses located across the driveway which are also screened by the existing wall.

21. The project will be in harmony with proposed developments on land in the general area, in that there are no projects currently proposed in the immediate vicinity of the site.
22. The project is generally consistent with the criteria set forth in the City's Development Review Design Guidelines, in that an attempt has been made to reduce the visual impact of the large building size and significant massing of the three buildings through landscaping and masonry wall screening. Conditions have been included that will require: 1) extension of the metal detailing on the building above to the top of the parapet (Guideline IV.f); 2) screening of the outdoor equipment (Guideline IV.d); 3) provision of a cool roof (Guideline VI.D.1.).

- B. The staff report entitled, "Consideration of a Resolution Recommending City Council Approval of the Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)," dated July 10, 2018, is referenced hereto as additional support for the findings.

Section 3. Decision

Based on the findings set forth above, the Planning Commission hereby recommends that the City Council:

- A. Adopt an ordinance amending Ordinance No. 07-1284, and Ordinance No. 04-1214 by reference, to permit a "Major Utility" subject to a use permit within the IP-O-2 portion of the existing Overlay (applicable to assessor's parcel no. 085-280-010), as shown in Exhibit "A" of this resolution; and
- B. Adopt a resolution approving a use permit and design review for plans to install an energy storage project in three approximately 60,000 sq. ft. buildings with related accessory equipment and tie-line to an existing PG&E substation, subject to approval of the overlay district amendment described in section 3.A above, and subject to the following conditions:

Planning Conditions:

1. The project shall be constructed in substantial conformity with the project plans and color and materials board date-stamped January 12, 2018, except as may be hereinafter modified. Any major changes to the project plans shall be subject to review and approval by the City Council at the City Planner's discretion.
2. Any purchase, acquisition, and/or supply of goods and materials, as well as any new or replacement equipment and supplies purchased by Diablo Energy Storage, LLC ("DES") or its contractors, subcontractors, agents or affiliates, in connection with this Project shall be apportioned and paid to and at the applicable sales tax rate in effect for the City as administered by the California Department of Tax and

Fee Administration (CDTFA). At no point may DES or its contractors, subcontractors, agents or affiliates contractually agree to 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. DES 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 DES's agreement which shall not be unreasonably withheld, conditioned or delayed. Failure by DES, its contractors, subcontractors, agents or affiliates to comply with this Condition to ensure appropriate taxes are properly paid and passed through to the City will result in DES paying a fee equivalent to the taxes which the City would have received had DES, its contractors, subcontractors, agents or affiliates taken such actions to ensure the sales taxes referenced in the first sentence of this subsection are apportioned to the City.

Sales and Use Tax Requirements: DES/General Contractor 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 CDTFA requirements.
- Report local and district use taxes to CDTFA on applicable use tax returns.
- Use Tax-Point of Sale/Use Designation. DES shall require all contractors, subcontractors, agents and affiliates providing building materials and fixtures, such as but not limited to, bulk lumber, concrete, structural steel and pre-fabricated building components to be used in connection with the construction and development of, or incorporated into, the Project, to:
 - (a) obtain a Seller's Permit;
 - (b) issue a resale certificate to any supplier of material that will allow it to buy property without payment of tax;

- (c) 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;
 - (d) 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
 - (e) 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.
 - (f) DES/General Contractor shall require and instruct each of its subcontractors to cooperate with the City to ensure the local use tax is allocated to City of Pittsburg.
 - (g) To assist City in its efforts to ensure that the full amount of such local sales/use tax is allocated to the City, DES/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.
 - (h) The DES will lease seven hundred twenty-seven (727) square feet of office space at 160 East 10th Street, Pittsburg California for One Dollar (\$1.00) per square foot plus Common Area Maintenance and its portion of utilities from September 1, 2018 until the earlier of: a) 90 days after the commercial operations date of the Project and DES establishes an office at the Project site or b) expiration of design review approval.
3. Prior to issuance of a grading or building permit, the Developer shall advise the City Manager in writing of the final tie-line alignment, and all necessary approvals (including but not limited to, easements and encroachment permits). The Developer may elect to utilize City property interests for the construction and operation of the above-ground electric tie line north of the northern boundary of the public right-of-way on Willow Pass Road, if such interests are available. If Developer elects to use utilize such interests the Developer shall enter into an agreement with the City satisfactory to and approved by the City Manager in writing that provides reasonable compensation to the City for the use of such property interests.

4. Prior to issuance of a grading or building permit, the Developer shall submit proof of application for any other permits and/or approvals from other governmental or quasi-governmental agencies having jurisdiction over the Project Site as may be required for construction.
5. Upon approval by the City Planner, the Developer may elect to relocate the proposed substation to that portion of the parcel west of the existing driveway, or immediately east of the existing driveway and west of Building 3. If this portion of the property is utilized, the City Planner reserves the right to require all applicable mitigation measure outlined in Condition of Approval No. 17 be incorporated, along with any other Condition of Approval outlined within this Resolution not already affecting this portion of the property.
6. All tie line towers shall be setback from the center-line of Willow Pass Road, at minimum, a distance equal to the height of the proposed tower or 25 feet from the northern extent of the Willow Pass Road right-of-way, whichever is greater. All towers within 100 feet of the right-of-way shall include landscaping around the base of the tower. All trees removed for tower installation shall be replaced and subject to the City's Tree Preservation Ordinance (PMC Title 18, Article XIX) as applicable.
7. The metal detail on the façade shall be extended above the top of the parapet to assist in visually reducing the perceived mass of each building. Rooftops shall be painted white to create a cool roof effect under any necessary mechanical equipment.
8. The project shall not employ a light source that causes any direct illumination beyond the property lines of the project site (PMC section 18.82.030).
9. The project's operational noise levels shall not exceed 65 dBA beyond the property lines of the project site (PMC section 18.82.040).
10. The project shall not produce an unreasonable, disturbing, or unnecessary emission of odor that cause material distress, discomfort or injury to the average person (PMC section 18.82.045).
11. The Developer shall revise the landscaping plan to provide a row of street trees along the northern frontage of the project with spacing every 40-feet on center. New trees shall be a minimum of 15-gallon in size and final placement, quantity, and species shall be subject to review and approval by the Planning Division prior to issuance of a building permit.
12. The developer shall remove all sediment from the existing stormwater detention infrastructure within the City right-of-way south of Willow Pass Road along the project frontage and shall provide new landscaping within the detention area. The developer shall also clean out all existing through-sidewalk cross drains and repair as necessary. The developer shall not be required to resize the detention area or provide any additional through drains. The final landscaping plan shall comply with

the provisions outlined in Condition No. 10. Maintenance of this facility shall remain with the City of Pittsburg.

13. Prior to the issuance of a building permit, the Developer shall submit a detailed landscaping and irrigation plan 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.
14. The Developer shall comply with Design Review Guidelines, Appendix A, requiring the screening of all utility box transformers, backflow preventers, meters, junction boxes and other outdoor equipment.
15. The Developer shall remove the existing galvanized chain link fence located along the northern property frontage and replace with new vinyl clad chain link fencing. If feasible, the new fence shall be relocated south of the bioretention area along Willow Pass Road. The final design and location of the fencing shall be subject to approval by the City Planner.
16. The project shall be kept in a good state of repair and the project site shall be kept clean and orderly and free of all weeds, litter, debris, and other refuse at all times (PMC section 18.82.050).
17. The Developer shall comply with the following environmental impact mitigation measures which shall be considered the Mitigation Monitoring and Reporting Program.
 - a) Measure BIO-1: If the tie-line West Alignment is used, prior to issuance of grading or building permits for the tie-line, the Developer shall provide biological, wetlands and jurisdictional waters survey reports accompanying the final tie-line design demonstrating that facilities and access are designed to minimize disturbance to sensitive plants to the extent practical for safe and efficient construction. Reports provided by the Developer shall be prepared by qualified professionals and shall address federal and state jurisdictional waters and potential for occurrence of Soft salty bird's-beak, Bolander's water hemlock, Delta tule pea, Delta mudwort, Mason's lilaeopsis, Suisun marsh aster based on pedestrian transect surveys for the portion of the West Alignment north of Willow Pass Road including final access routes. The project shall be designed to avoid direct impact to soft salty bird's beak and Mason's lilaeopsis, as well as Bolander's water hemlock, Delta tule pea, Delta mudwort, and Suisun marsh aster. If direct impact to soft salty bird's beak and Mason's lilaeopsis cannot be practically avoided, then the Developer shall consult with USFWS and CDFW to develop a plan for transplanting affected individuals to an appropriate adjacent location. The plan shall be subject to review by USFWS and CDFW and approval

- by the City prior to the issuance of grading or building permits for the tie-line. If direct impact to Bolander's water hemlock, Delta tule pea, Delta mudwort, or Suisun marsh aster cannot be practically avoided, then the Developer shall submit a plan to the City for transplanting, restoring, or preserving these species including success criteria to offset individuals lost at a ratio of no less than 1:1 and shall obtain approval by the City prior to the issuance of grading or building permits for the tie-line. Project construction shall be monitored by a qualified biologist where construction work is within or adjacent to federal or state jurisdictional waters or wetlands, or locations with State or federally listed plants or State Rare plants. Material revisions to the selected final tie-line alignment routing and structure locations shown and described in the Developer's Project Description shall be subject to approval by the Planning Manager.
- b) Measure BIO-2: If the tie-line West Alignment is used, prior to issuance of grading or building permits for the tie-line, the Developer shall provide a biological survey report prepared by a qualified professional accompanying the final tie-line design addressing potential for occurrence of salt-marsh harvest mouse. The project shall be designed to avoid any Take of salt-marsh harvest mouse under the State ESA. If impact to salt-marsh harvest mouse habitat cannot be practically avoided, then the Developer shall develop a plan for construction to ensure no State ESA Take during construction, and for restoring or preserving habitat for this species at an area ratio of no less than 3 to 1. The plan shall be subject to review by USFWS and CDFW and approval by the City prior to the issuance of grading or building permits for the tie-line.
- c) Measure BIO-3: If the tie-line West Alignment is used, a qualified biologist shall conduct a pre-construction survey for western pond turtles no more than 30 days prior to construction in suitable aquatic habitats in and adjacent to the West Alignment work area. A combination of visual and trapping surveys may be performed with authorization from the California Department of Fish and Wildlife. If the species is found near any proposed construction areas, impacts on individuals and their habitat shall be avoided to the extent feasible. If occupied habitat can be avoided, an exclusion zone shall be established around the habitat and clearly marked with temporary fencing for avoidance during construction. If avoidance is not possible and the species is determined to be present in work areas, the biologist with approval from CDFW may capture turtles prior to construction activities and relocate them to nearby, suitable habitat a minimum of 300 feet from the work area. Exclusion fencing should then be installed if feasible to prevent turtles from reentering the work area. Project construction shall be monitored by a qualified biologist where construction work is within or adjacent to occupied western pond turtle habitat.
- d) Measure BIO-4: If the tie-line West Alignment is used, prior to issuance of grading or building permits for the tie-line, the Developer shall provide a wetlands and jurisdictional waters survey report accompanying the final tie-line design demonstrating that facilities and access are designed to minimize disturbance to waters and wetlands to the extent practical for safe and efficient construction. Reports provided by the Developer shall be prepared by a qualified

professional and shall delineate federal and state jurisdictional waters and wetlands, including verification by USACE for federal wetlands, if present. If disturbance to waters of the US and the state including wetlands cannot be avoided, then such disturbance shall not exceed 0.5-acre long term plus 1.3 acres of short term disturbance, and the Developer shall obtain required authorizations from USACE and CDFW prior to construction. Disturbances to wetlands or riparian vegetation shall be mitigated at a ratio of no less than 3:1 for long term impacts.

- e) Measure BIO-5: The Developer shall pay HCP/NCCP mitigation fees consistent with HCP/NCCP requirements. If development is phased such fees, shall be paid prior to the issuance of a grading permit for acreage to be disturbed in such phase.
- f) Measure CUL-1: Prior to issuance of a grading permit, the Developer shall provide the City with a historical resources survey report prepared by a professional meeting the Secretary of the Interior's Professional Qualification Standards (36 CFR 61) for the electric tie-line easement. If the survey identifies potentially significant cultural resources within the electric tie-line easement, then a tie-line design shall be provided to the City for approval prior to issuance of a grading permit that demonstrates either: (1) no significant resource would be disturbed by tie-line construction; or (2) any significant resource that cannot be practically avoided would be mitigated through photo-documentation and archival research by a qualified historic archaeologist or architectural historian.
- g) Measure CUL-2: Construction shift foremen, excavation equipment operators and other construction workers with responsibility for observing construction excavations shall be trained and instructed by a representative of the Developer or its contractor to be observant for the potential occurrence of archaeological resources in the geologic materials encountered, and shall be instructed and authorized to halt excavation in the area immediately and notify the Project Developer's representative if such resources are discovered. In the event of a discovery, the Developer or Developer's representative shall promptly notify the City and work in the area shall cease until the discovery is evaluated by a qualified cultural resource specialist. If evaluation by a qualified cultural resource specialist indicates that the discovery may be significant, then excavation in the area shall be continued only as directed by a qualified cultural resource specialist and in a manner allowing for collection of significant resources and information that may otherwise be affected by the Project, including development of a Research Design and Data Recovery Program if needed to mitigate impacts. If cultural artifacts are collected they shall be cataloged and curated with an appropriate institution. A final monitoring report shall be prepared if significant cultural resources are discovered.
- h) Measure CUL-3: Construction shift foremen, excavation equipment operators and other construction workers with responsibility for observing construction excavations shall be trained and instructed by a representative of the Developer or its contractor to be observant for the potential occurrence of

paleontological resources when excavating on the Site beneath the depth of existing fill, and shall be instructed and authorized to halt excavation in the area immediately and notify the Project Developer's representative if vertebrate fossils are discovered. In the event of a discovery, the Developer or Developer's representative shall promptly notify the City and work in the area shall cease until the discovery is evaluated by a qualified paleontologist. If evaluation by a qualified paleontologist indicates that the discovery may be significant, then excavation in the area shall be continued only as directed by a qualified paleontologist and in a manner allowing for collection of significant resources and information that may otherwise be affected by the Project. If significant fossils are collected they shall be cataloged and curated with an appropriate institution. A final monitoring report shall be prepared if significant fossils are discovered.

- i) Mitigation Measure CUL-4: Construction shift foremen, excavation equipment operators and other construction workers shall be trained and instructed by a representative of the Developer or its contractor to halt work immediately if human remains are observed in the geologic materials encountered. In the event of a discovery, the County coroner shall be notified immediately and work in the area shall cease until the discovery is evaluated and removed in accordance with applicable laws and requirements.
- j) Measure NOISE-1: Loud construction work shall be limited to the hours between 8:00 am and 5:00 pm unless otherwise approved by the Planning Manager.

Engineering Conditions:

- 18. All new electric tie-line equipment south of the northern extent of the Willow Pass Road right-of-way shall be placed underground. The Developer shall also relocate all existing above-ground power lines between the western boundary of the subject parcel and Enterprise Circle with the exception of the eastern-most power pole, underground.
- 19. The Developer shall complete the following pavement repair: crack sealing, minimum 1.5 inches of asphalt concrete overly, and thermoplastic re-striping of Willow Pass Road along frontage limits.
- 20. The Developer shall submit an engineer's estimate to the Engineering Division for review and approval together with the initial engineering plans. The engineer's estimate shall include all costs associated with the site development improvements, excluding those costs associated with the construction of the proposed building structures.
- 21. The Developer shall repair or replace, as deemed necessary, all broken or uneven sidewalks and through-curb drains along the project frontage.
- 22. The Developer shall provide an initial payment for review of the grading plans with the first grading plan submittal. These fees are based on the engineer's estimated

costs for grading, which shall be submitted with the plans. The grading plan check fee is 2.5% of the cost for grading or may be based upon cubic yards of earth disturbance. Payments of 50% of these total fees are due payable with the initial submittal of plans and Engineer's Cost Estimate. These initial payments will be credited towards the final fees as determined at time of issuance of an engineering permit.

23. The Developer shall pay the grading inspection fee to the Engineering Division at the time the grading permit is issued. The grading inspection fee is 3% of the estimated cost of grading. The grading inspection fee may also be based upon an engineer's City-approved estimate of total cubic yards, according to the current schedule of grading fee charges.
24. The Developer 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 when the Developer obtains a Building Permit. The Developer 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. The FRC shall be paid to the Engineering Department prior to the issuance of a Building Permit.
25. The Developer shall pay an NPDES plan review (SWPPP Plan) fee to the Engineering Division in the amounts in effect when the Developer obtains a grading permit. The Developer understands that the current NPDES plan review fee on file, effective September 1, 2010, shall be paid in accordance to the fee schedule approved by Resolution No. 10-11510, a copy of which is available at the City.
26. The Developer shall pay an NPDES inspection deposit (SWPPP Plan) fee to the Engineering Division in the amounts in effect when the Developer obtains a grading permit. The Developer understands that the current NPDES plan review fee on file, effective September 1, 2010, shall be paid in accordance to the fee schedule approved by Resolution No. 10-11510, a copy of which is available at the City.
27. If additional engineering studies are deemed necessary by the City Engineer, i.e. geotechnical, structural, hydraulic, etc., or expedited reviews are requested by the Developer, the Developer shall pay for all costs related to the extra work. The costs may include the preparation of special studies, additional staff time, and/or reviews of the special studies if studies are prepared by the Developer's engineer.
28. The Developer shall submit five (5) copies of the engineering plans, prepared by a registered civil engineer, to include but not be limited to the following:
 - Grading and Drainage Plan;
 - Utilities Plan;
 - Geotechnical Report
 - Engineer's Estimate
 - Stormwater Pollution Prevention Plan (SWPPP); and

- Offsite Improvements due to Project Impacts.
29. The geotechnical report submitted pursuant to Condition 22 shall substantiate the design features incorporated into the 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 issuance of any engineering permits.
 30. All grading work shall be done in accordance with the provisions of Chapter 15.88 of the Pittsburg Municipal Code.
 31. All site development shall comply with Title 12 (Streets, Sidewalks, and Utilities), Title 13 (Water and Sewers), and Title 15 (Buildings and Construction) of the Pittsburg Municipal Code as determined by the City Engineer. Issuance of a Site Development Permit, including but not limited to grading permits, will be required whereby specific engineering requirements will be made as conditions of approval.
 32. All public and pedestrian facilities shall be designed in accordance with Title 24, Handicap Access, and the California Department of State Architect's standards for accessibility compliance.
 33. Prior to issuance of a grading permit, the Developer shall submit the following to the Engineering Division for review: a Stormwater Pollution Prevention Plan (SWPPP) and a copy of the Notice of Intent (NOI), which was submitted to the State Water Resources Control Board. The SWPPP shall identify Best Management Practices (BMPs) appropriate to the uses conducted on-site to effectively prohibit the entry of pollutants into storm water runoff. The SWPPP measures shall also include erosion control measures to prevent soil, dirt, and debris from entering the storm drain system, in accordance with the regulations outlined in CASQA Handbook.
 34. Submittal of grading and/or building plans shall be consistent with the approved Stormwater Control Plan. The plans shall include drawings and specifications necessary to implement all measures in the approved Stormwater Control Plan. A copy of a completed "Construction Plan C.3 Checklist", as described in the Stormwater C.3 Guidebook, most current edition shall be included. Grading and/or building permits, shall not be issued until this condition is met to the satisfaction of the Engineering and Planning Divisions.
 35. Equipment and materials containing polychlorinated biphenyls (PCBs) and mercury shall be prohibited. These substances accumulate in fish and may cause serious adverse health effects to people and wildlife that eat fish. The City has an obligation to reduce the discharge and control all potential sources of PCBs and Mercury in the environment as mandated in the City's NPDES Stormwater permit Order No. R2-2015-0049.
 36. The Developer shall coordinate with Delta Diablo, in accordance with letter dated March 15, 2018, regarding placement of the proposed Tie-Line poles as follows:

- a. Project design plans for access, structures, and the proposed tie-line improvements that may potentially adversely impact Delta Diablo District wastewater pipelines or access shall be submitted to the District and be subject to its favorable review prior to City issuance of approval of the final tie-line route, any grading permit and the start of construction. Design measures shall include:
 - i. Fencing and roadway improvements, and gates shall be designed to allow for optimized District access to existing wastewater pipelines during construction and after completion of construction. Project design shall ensure that access to District existing facilities will not be impeded or compromised from current conditions.
 - ii. Grading over District pipelines shall not decrease groundsurface cover over existing District pipelines and shall not significantly increase over District pipelines unless approved by the District.
 - iii. No structures shall be constructed over existing District pipelines or easements.
 - iv. When feasible and practical, all proposed new structures, overhead lines, or underground pipelines shall maintain a minimum of twenty-five feet horizontal distance between the outside edge of the District pipelines and the new improvement. Where not practical, all new improvements shall maintain a minimum of ten feet horizontal distance from the outside edge of the District pipelines.
 - v. Crossings of District pipelines shall be at perpendicular angles and be designed such that overhead wires do not impede District safe manway access.

Additional Engineering Exactions

37. The property owner shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into the 2005-1 Community Facilities District (CFD 2005-1) for Public Safety Services, prior to the issuance of any building or engineering permits. Community Facilities District 2005-1 is for Public Safety Services, and the fee 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.
38. The property owner shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into the 2017-1 Fire Facilities and Fire Safety and Emergency Services Community Facilities District (CFD 2017-1), prior to the issuance of any building or engineering permits. Community Facilities District 2017-1 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.

Standard Conditions

39. 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.
40. The Developer 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 Developer to contact each local, state, or federal agency for requirements that may pertain to this project.
41. Developer 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 Developer's sole cost and expense. Developer may select its own legal counsel to represent Developer's interests at Developer's sole cost and expense. Developer 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.
42. Design review approval will expire on _____, 2021, 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 City Council. Building or grading permits shall be valid for no more than six months from the date of permit issuance, unless work is commenced and diligently pursued prior to the expiration of the building or grading permit.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner_____, seconded by Commissioner_____, the foregoing resolution was passed and adopted the 10th day of July, 2018, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

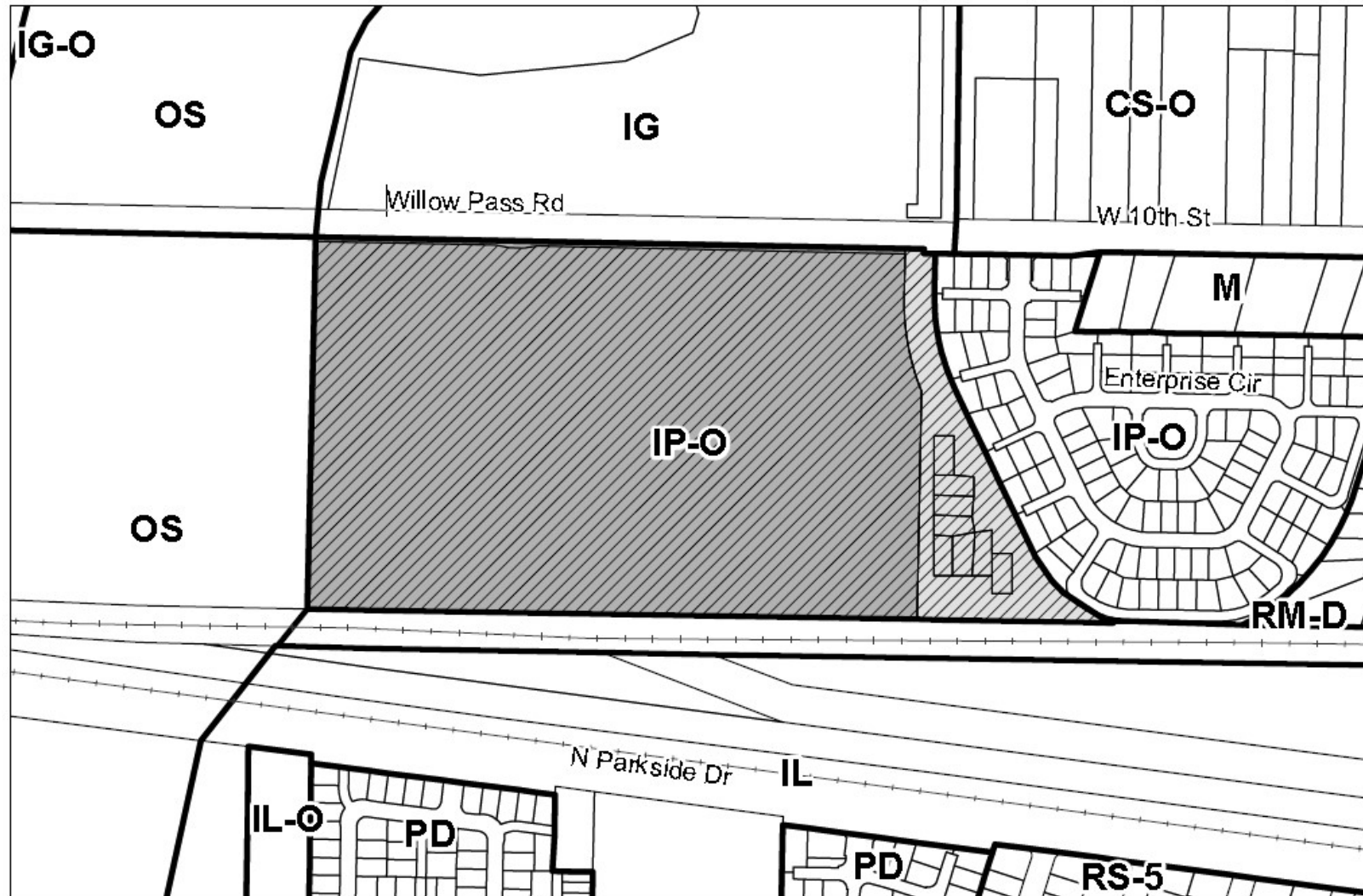
ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. 10095 was adopted by the Planning Commission of the City of Pittsburg on July 10, 2018.

JORDAN DAVIS, AICP, ACTING SECRETARY
PITTSBURG PLANNING COMMISSION

Exhibit A of Resolution No. 10095
OVERLAY ZONING MAP



Legend

- | | | | |
|---|--|--|---|
|  Parcels |  Affected Parcels |  Zoning Districts |  IP-O-1 |
| | | |  IP-O-2 |

ATTACHMENT 2

PRELIMINARY SITE PLANS

DIABLO ENERGY STORAGE

PITTSBURG, CALIFORNIA

LEGEND

	EXISTING PROPERTY BOUNDARY		LIMITS OF GRADING AREA		(E) EXISTING
	PROPOSED PROPERTY BOUNDARY		EXISTING FIRE HYDRANT		SL STREET LIGHT
	EXISTING EASEMENT		EXISTING STREET LIGHT		FH FIRE HYDRANT
	PROPOSED EASEMENT		EXISTING MONITORING WELL		DI STORM DRAIN INLET
	EXISTING TOPOGRAPHIC CONTOUR (1-FT INTERVAL)		EXISTING DRAIN INLET		PIV/FDC POST INDICATOR VALVE / FIRE DEPARTMENT CONNECTION
	EXISTING TOPOGRAPHIC CONTOUR (5-FT INTERVAL)		EXISTING MANHOLE		WM WATER METER
	PROPOSED TOPOGRAPHIC CONTOUR (1-FT INTERVAL)		PROPOSED POWER POLE		ELECT ELECTRICAL
	EXISTING SEWER LINE		PROPOSED STORMWATER PIPE		JT JOINT TRENCH LINES
	EXISTING CHAIN LINK FENCE		PROPOSED DITCH (FLOWLINE)		OH OVERHEAD LINES
	EXISTING OVERHEAD ELECTRICAL		PROPOSED SHEET FLOW		SSMH SANITARY SEWER MANHOLE
	EXISTING COMMUNICATION LINE		SLOPE AND DIRECTION		
	PROPOSED CHAIN LINK FENCE		EXISTING ASPHALT CONCRETE		
	PROPOSED ELECTRIC LINE		EXISTING CONCRETE SURFACE		
			PROPOSED CLASS II AGGREGATE BASE		
			PROPOSED BIORETENTION BMP		
			FMEA FLOOD ZONE AE		
			FEMA FLOOD ZONE X (HATCHED)		

PROPERTY OWNERS

EMPIRE BUSINESS PARK, LLC
1500 3RD STREET #C
NAPA, CA 94559
PH: 707-255-6540

ENGINEER/CONSULTANT

TRC SOLUTIONS, INC
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
JSTENGER@TRCSOLUTIONS.COM

DESCRIPTION

THESE PRELIMINARY PLANS INVOLVE THE DEVELOPMENT OF SINGLE-STORY BUILDING SPACE FOR HOUSING BATTERIES AND CONTROL EQUIPMENT, AND ANCILLARY EQUIPMENT INCLUDING INVERTERS AND TRANSFORMERS, AN ELECTRIC SUBSTATION AND ELECTRIC LINE TO THE EXISTING PG&E PITTSBURG SUBSTATION. THE FACILITY WILL BE UNOCCUPIED AND IS DESIGNED FOR FULL REMOTE OPERATION. BECAUSE THE FACILITY WILL NOT BE OCCUPIED, NO POTABLE WATER SYSTEM OR SANITARY SYSTEM IS PROPOSED. NO EXTERIOR LIGHTING IS PROPOSED. EXISTING DRIVEWAY AND PARKING WILL BE USED. THERE WILL BE ROOM FOR PARKING ONSITE FOR OCCASIONAL SITE VISITS.

SITE INFORMATION

STREET ADDRESS:	701 WILLOW PASS ROAD, PITTSBURG, CA
ASSESSOR'S PARCEL NUMBER:	085-280-010
ZONING:	INDUSTRIAL PARK - LIMITED OVERLAY (IP-O)
BUILDING SQUARE FOOTAGE:	(3) 62,000 SF
TOTAL BUILDING SQUARE FOOTAGE:	186,000 SF
PROPOSED LOT AREA (GROSS):	11.85 AC
PROPOSED LOT AREA (NET):	10.44 AC
LOT COVERAGE (EACH BUILDING):	13.33%
LOT COVERAGE (TOTAL):	40%
FLOOR AREA RATIO:	0.40
PERCENT OF LANDSCAPE COVERAGE:	17%
NUMBER OF PROPOSED PARKING:	0
DISTURBED AREA (GRASSLAND AND BARE SOIL):	10.73 AC
DISTURBED AREA (GRASSLAND):	10.41 AC
DISTURBED AREA (BARE SOIL):	0.32 AC
EXISTING IMPERVIOUS AREA:	0 SF
PROPOSED IMPERVIOUS AREA:	205,044 SF

DRAWING SCHEDULE

C-1	COVER SHEET
C-2	EXISTING BOUNDARIES, EASEMENTS AND FLOODING
C-3	PROPOSED BOUNDARIES AND EASEMENTS
C-4	EXISTING TOPOGRAPHY
C-5	CONCEPTUAL GRADING PLAN
C-6	CONCEPTUAL SITE PLAN
C-7	CONCEPTUAL DRAINAGE PLAN
C-8	CONCEPTUAL LANDSCAPING PLAN
C-9	ELECTRICAL DETAILS
C-10	ROAD, DRAINAGE AND FENCE DETAILS
C-11	CONSTRUCTION PHASING
A-1	TYP. FLOOR PLAN BUILDING 1-2-3
A-2	ROOF PLAN - BUILDING 1-2-3
A-3	BUILDING SECTIONS
A-4	EXTERIOR ELEVATIONS
A-5	EXTERIOR ELEVATIONS ALTERNATE

APPLICANT

DIABLO ENERGY STORAGE, LLC
5000 HOPYARD ROAD SUITE #480
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5230

EARTHWORK QUANTITIES

LIMITS OF GRADING: 8.64 AC		
	CUT	FILL
WESTERN BUILDING PAD	1600 CY	2050 CY
CENTRAL BUILDING PAD	1900 CY	2400 CY
EASTERN BUILDING PAD	3300 CY	2800 CY
SUBSTATION PAD	450 CY	875 CY
ROADWAY	1175 CY	275 CY
STORMWATER BMP	845 CY	45 CY
NET CUT (ONSITE):	825 CY	
CLASS II AGG. BASE IMPORT	990 CY	
BIORETENTION MEDIA IMPORT	770 CY	

COVER SHEET

DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

ENGINEER:
TRC SOLUTIONS, INC
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
jstenger@trcsolutions.com

OWNER/APPLICANT:
DIABLO ENERGY STORAGE, LLC
5000 HOPYARD ROAD SUITE #480
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5230

TRC
Results you can rely on

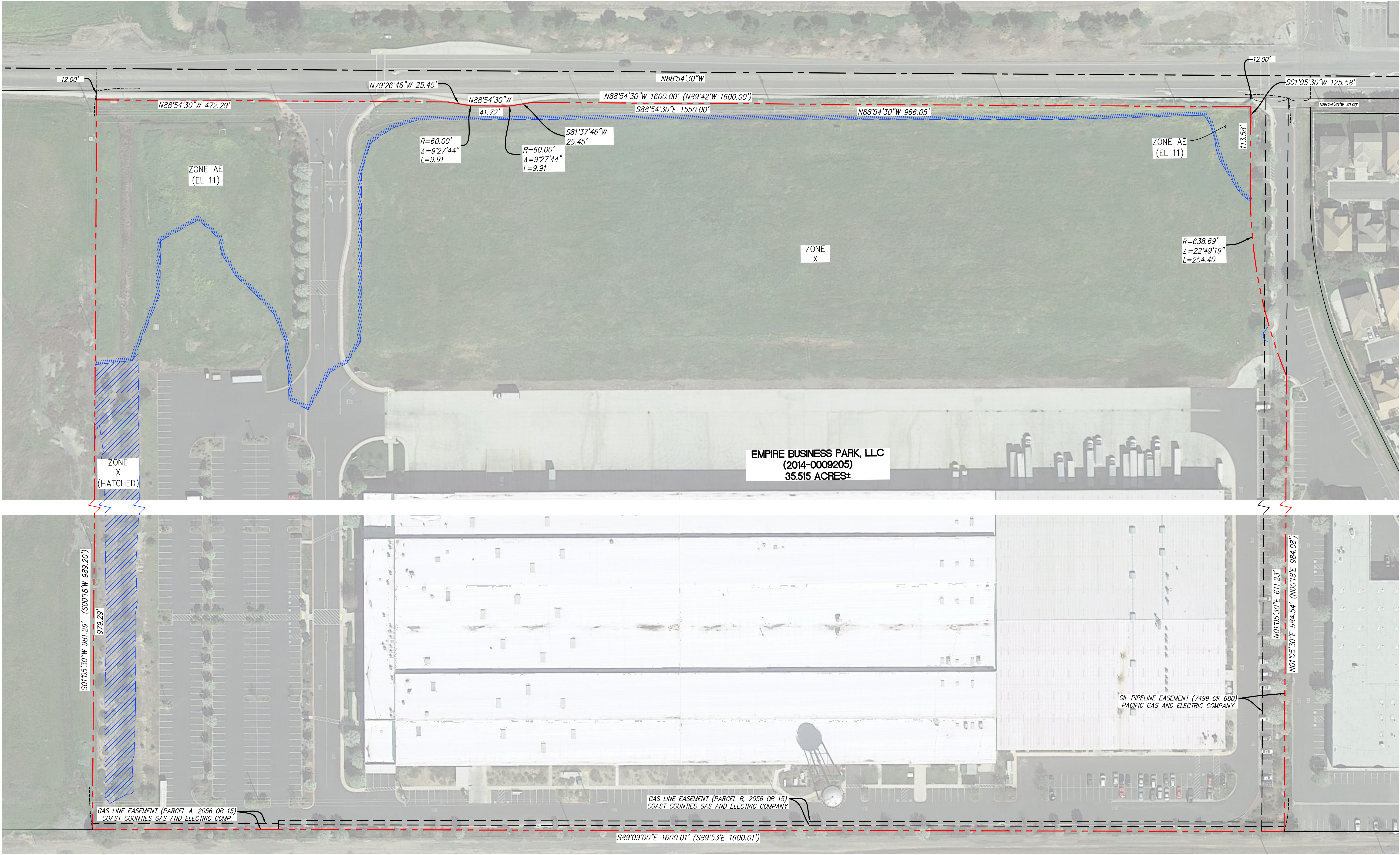
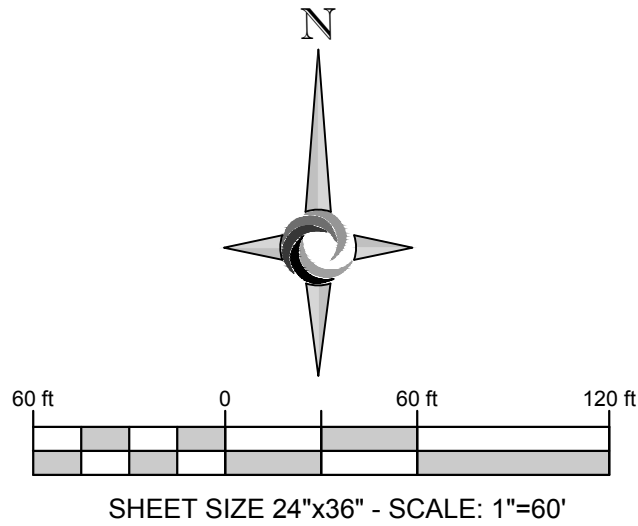
C-1

0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURG	VL	SH	US	CRD	APP
1	01/12/18	UPDATE TRC ADDRESS	VL	SH	US	BY	DESCRIPTION
REV	DATE						

TITLE:	COVER SHEET
PROJECT:	DIABLO ENERGY STORAGE APN 085-280-010 701 WILLOW PASS ROAD, PITTSBURG, CA

OWNER/APPLICANT:	ENGINEER:
DIABLO ENERGY STORAGE, LLC 5000 HOPKINS ROAD SUITE #480 PLAINFIELD, NJ 07054-1688 PH: 925-201-5240 FAX: 925-201-5230	TRC SOLUTIONS, INC 17311 VAN KARMAN AVENUE, SUITE 400 VAN KARMAN AVENUE PH: 949-687-7168 jstenger@trcsolutions.com
SHEET NO.	 C-1 <i>Results you can rely on</i>

NOTES:
1. INFORMATION SHOWN ON THIS SHEET IS BASED ON THE ALTA / NSPS LAND TITLE SURVEY PREPARED BY RUGGERI-JENSEN-AZAR DATED APRIL 20, 2017.
2. PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP FOR CONTRA COSTA COUNTY, CALIFORNIA AND INCORPORATED AREAS, MAP NUMBER 06013C0119G, MAP REVISED SEPTEMBER 30, 2015, THE SUBJECT PROPERTY LIES WITHIN ZONE AE (EL 11) - SPECIAL FLOOD HAZARD AREAS WITH BASE FLOOD ELEVATION OR DEPTH; ZONE X (HATCHED) - SPECIAL FLOOD HAZARD AREAS, 0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE; AND ZONE X - OTHER AREAS, AREAS OF MINIMAL FLOOD HAZARD.



TITLE:
**EXISTING BOUNDARIES,
EASEMENTS AND FLOODING**

PROJECT:
DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

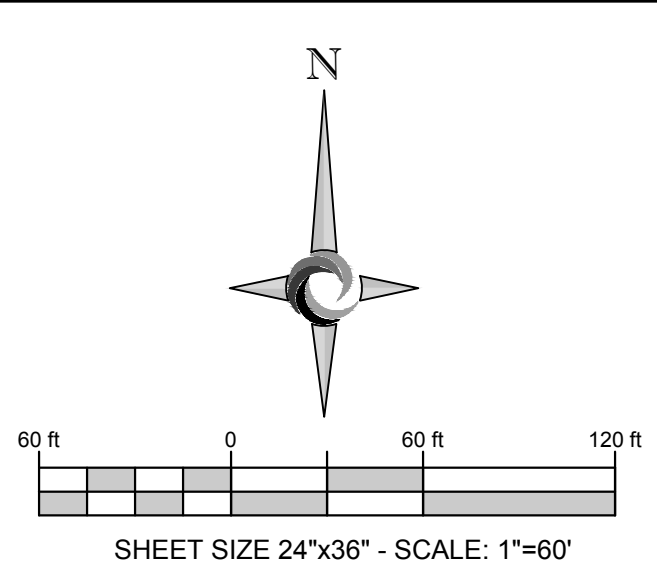
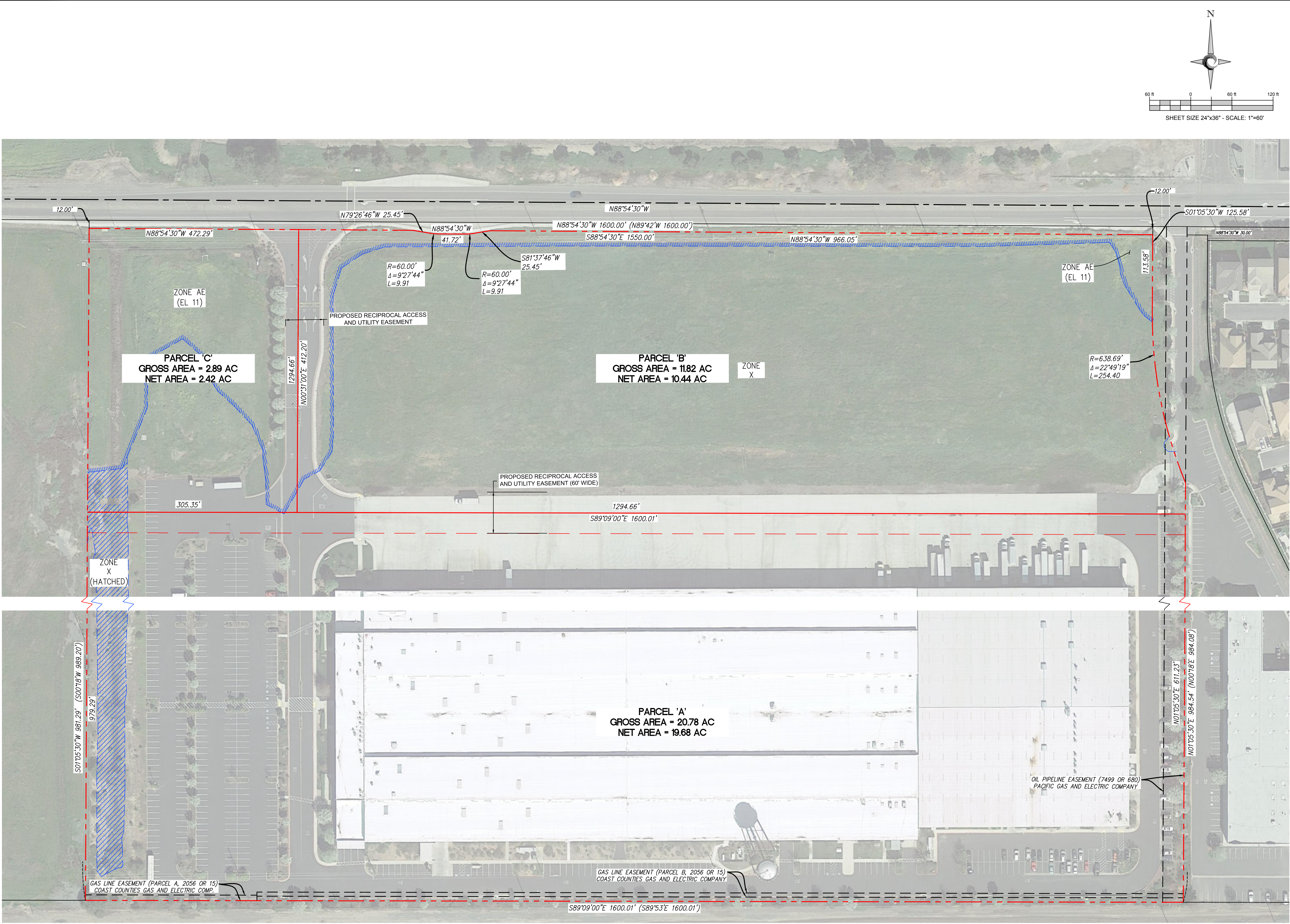
OWNER/APPLICANT:
DIABLO ENERGY STORAGE, LLC
5001 HOPKINS ROAD SUITE #480
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5230

ENGINEER:
TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-897-7169
jplenger@trcsolutions.com

SHEET NO. **C-2**

Results you can rely on

0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURG	VL	SH	JS
1	01/12/18	UPDATE TRC ADDRESS	VL	SH	JS
REV	DATE	DESCRIPTION	BY	CHKD	APP.



0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURG	VL	SH	JS
1	01/12/18	UPDATE TRC ADDRESS	VL	SH	JS
REV	DATE	DESCRIPTION	BY	CHKD	APP.

TITLE:
**PROPOSED BOUNDARIES
AND EASEMENTS**

PROJECT:
DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

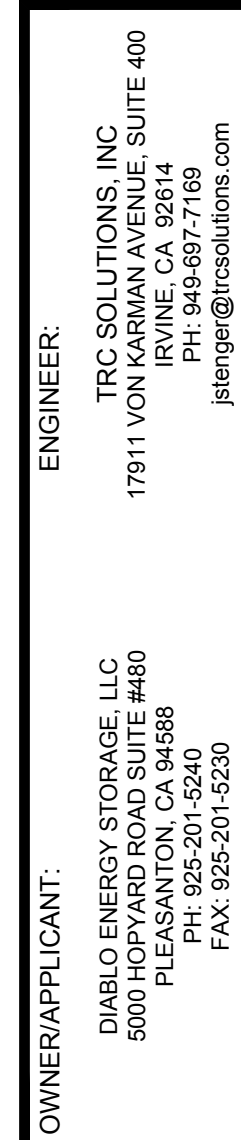
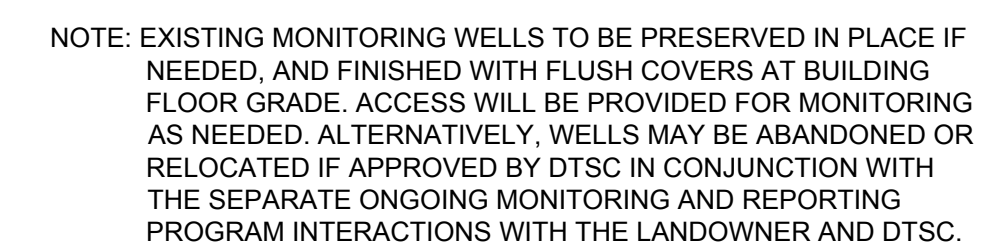
OWNER/APPLICANT:
DIABLO ENERGY STORAGE LLC
5000 HOPKINS ROAD SUITE 4400
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5220

ENGINEER:
TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
PLEASANTON, CA 94584
PH: 949-697-7169
jslenger@trcsolutions.com

TRC
Results you can rely on

C-3

SHEET NO.



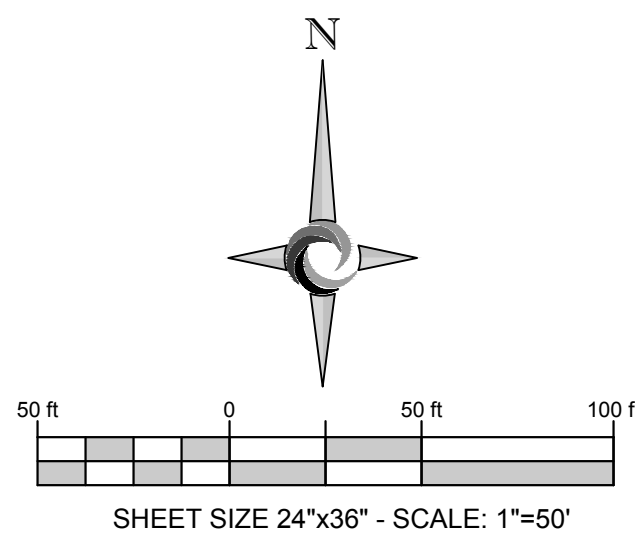
SHEET NO. C-5 TRC
Results you can rely on

C-5

TITLE: CONCEPTUAL GRADING PLAN

PROJECT: **DIABLO ENERGY STORAGE**
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

0	09/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURG	VL	SH	JS
1	01/12/18	UPDATE TRC ADDRESS	VL	SH	JS
REV	DATE	DESCRIPTION	BY	CHKD	APP.

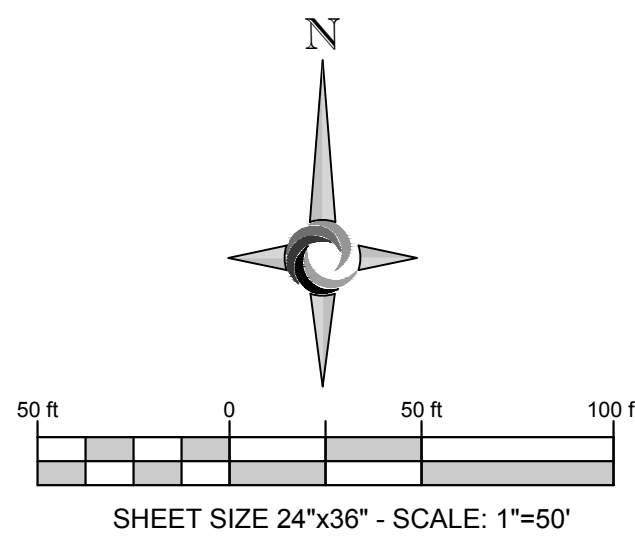


OWNER/APPLICANT: DIABLO ENERGY STORAGE, LLC
5000 HOPYARD ROAD SUITE #480
PUEBLO, CO 81008-3586
PH: 955-201-5240
FAX: 955-201-5230

ENGINEER: TRC SOLUTIONS, INC
17911 VON KARMAN AVENUE, SUITE 400
PUEBLO, CO 81008-3586
PH: 954-697-7189
jstenger@trcsolutions.com

SHEET NO. C-6

 **TRC**
Results you can rely on



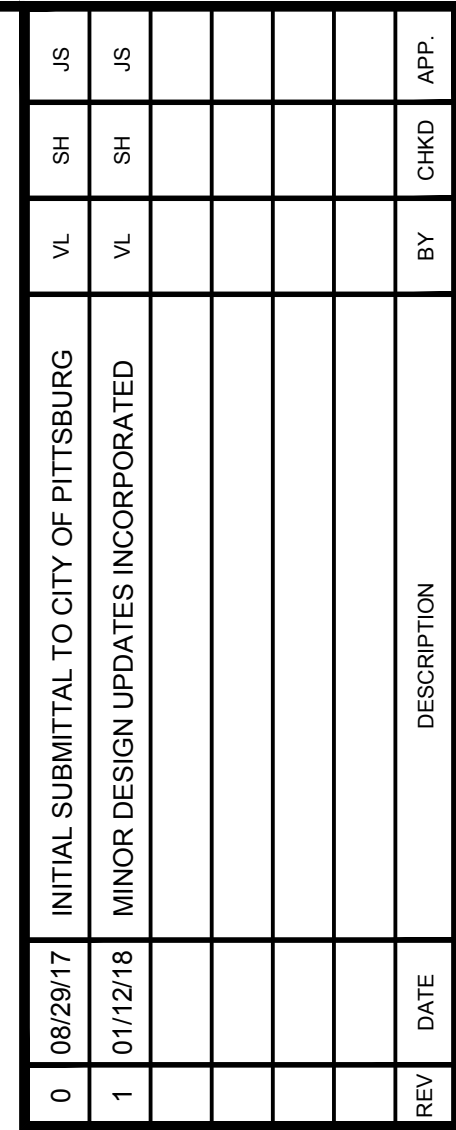
OWNER/APPLICANT:
DIABLO ENERGY STORAGE, LLC
5000 HOPVED ROAD, SUITE #480
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-3230

ENGINEER:
TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-667-7169
jsteniger@trcsolutions.com

SHEET NO.

C-7

 **TRC**
Results you can rely on.



DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

The landscape concept for Diablo Energy, LLC includes small canopy trees in combination with groups of low to medium height flowering shrubs and ground cover in an arrangement to blend with existing adjacent driveway landscaping, shield views of outdoor electrical equipment and provide a water efficient aesthetic frontage on Willow Pass Road. The suggested plant palette is comprised of drought tolerant species with evergreen foliage. An existing row of trees and driveway edge landscaping at the east side of the site will be left in place. On the west driveway edge, trees and groundcover is proposed to mirror the landscaping plan on the opposite side of the driveway offsite. Clustered trees and shrubs with ground cover is proposed for the Willow Pass frontage.

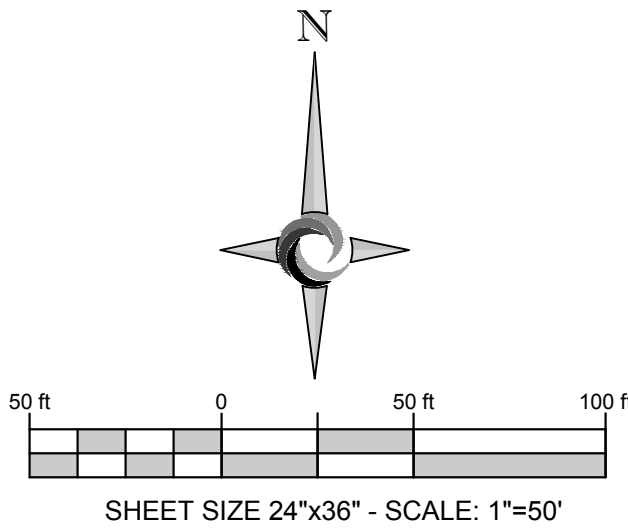
Two types of tree species are shown - a canopy tree and a flowering accent tree. Suggested trees have evergreen foliage; however an alternative accent tree with deciduous foliage is also included. All suggested trees are listed on the Contra Costa County Landscape Standards as suitable for planting under utility lines (2012).

1. Landscape shall incorporate best management practices for water efficient design consistent with Pittsburgh Municipal Code 18.84.310.
2. Automated irrigation controllers shall be provided that utilize daily weather information, evapotranspiration data or soil moisture sensor data, along with other site information, to adjust the irrigation schedule on a daily basis.
3. Irrigation shall be designed and implemented to prevent excessive runoff, overspray or other water waste.
4. Final irrigation system design shall be under the direction of a licensed landscape architect or civil engineer.
5. Planting sizes shall not be less than 15-gallon containers specimens for trees, five-gallon container specimens for shrubs, and one-gallon container specimens for mass planting.

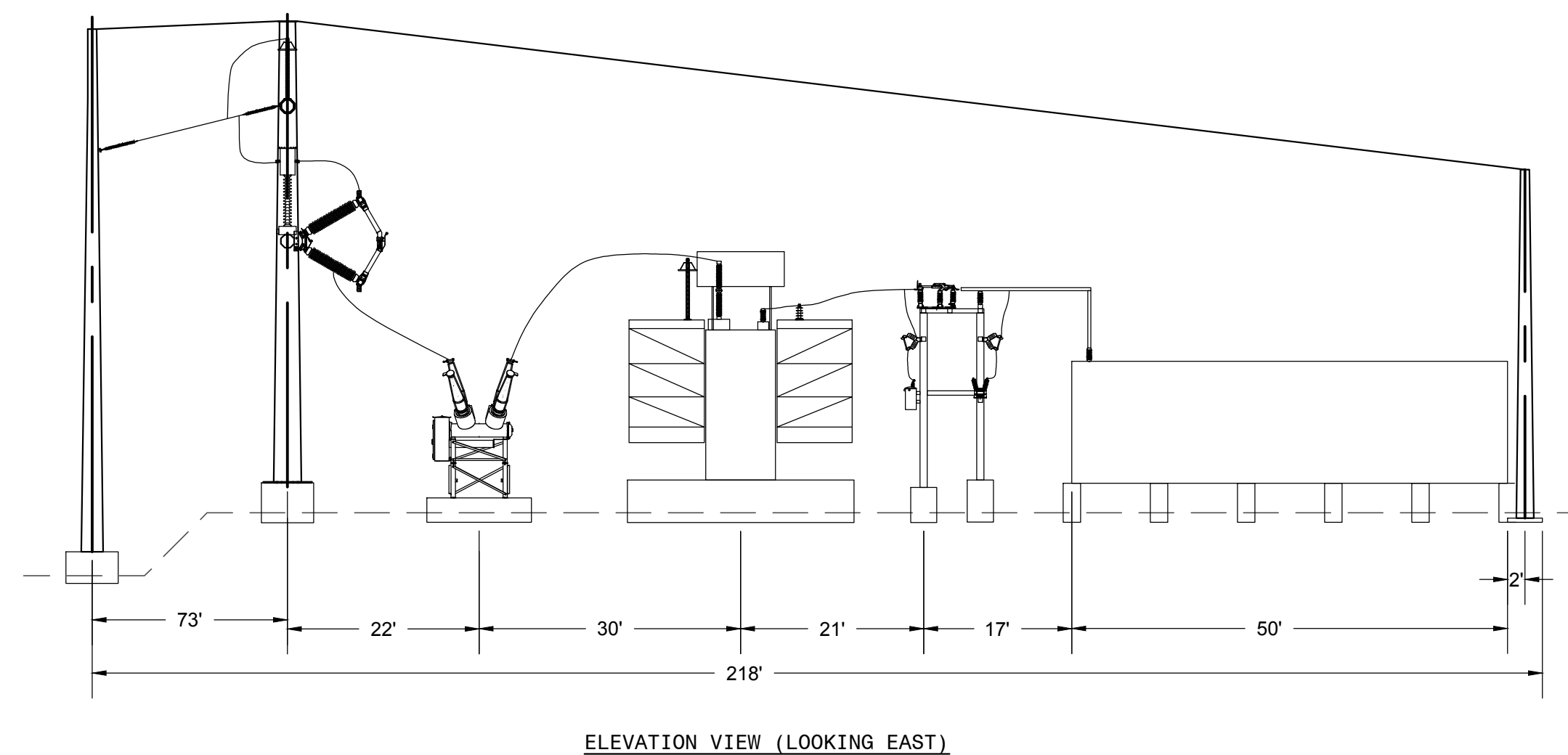
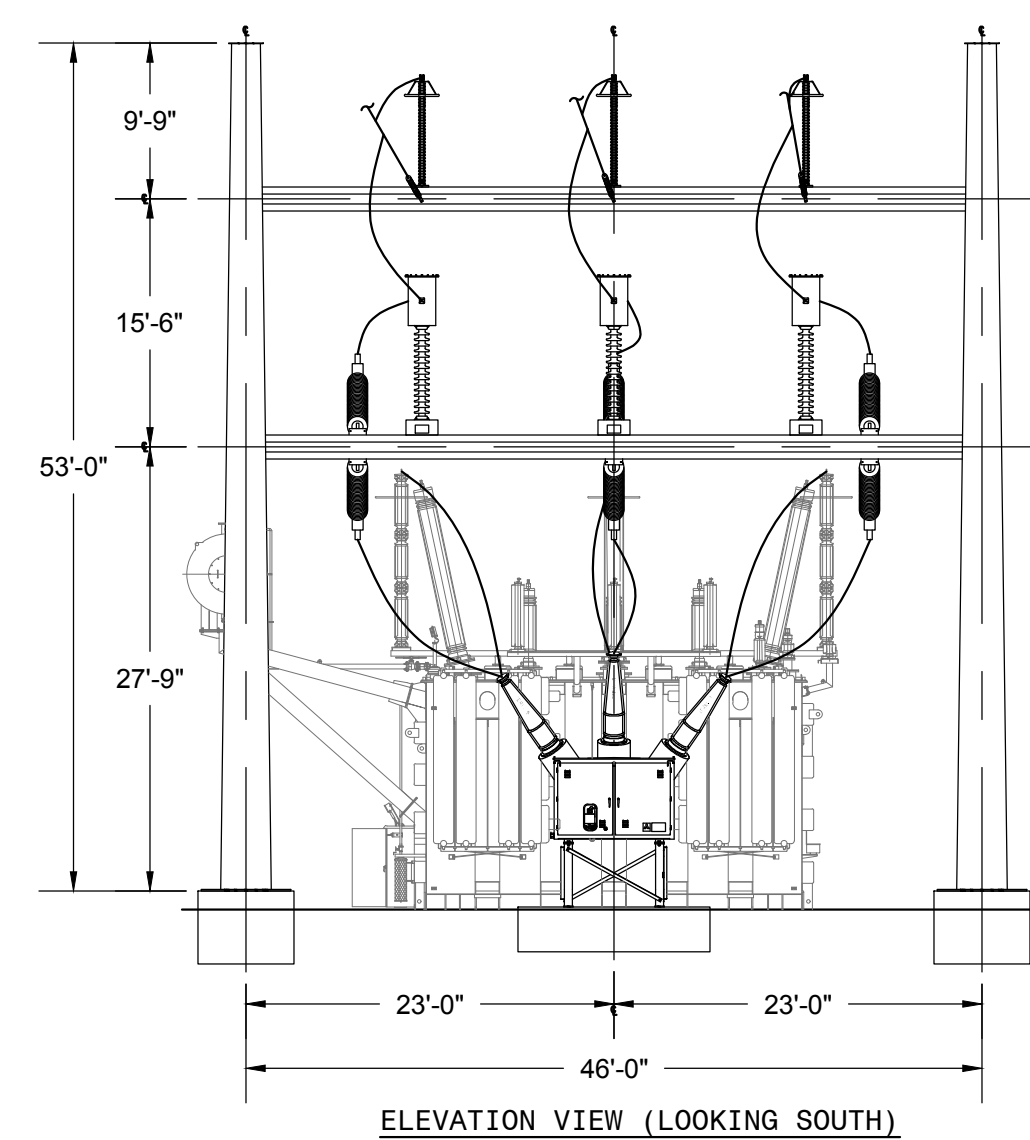
Site areas: 11.85 acres (net); 10.44 acres (gross)
Total Existing Landscape: 0 sq. ft.
Additional Proposed Landscaped Area: 88,000 sq. ft.
Source of Irrigation Water: City of Pittsburg Potable Water Supply

6. Medium bark mulch to a depth of 3 inches will be applied within the planting area for water conservation and weed suppression where live groundcover is not used.
7. Landscaping within the Willow Pass Road right-of-way will be installed and maintained by the Applicant.
8. Water meter shall be located on the property at a location approved to by the City of Pittsburgh.
9. All planting areas are designed as a single hydrozone
10. Landscaping layout is conceptual and subject to change during final design.
11. Landscaping installation will be consistent with project construction phasing.

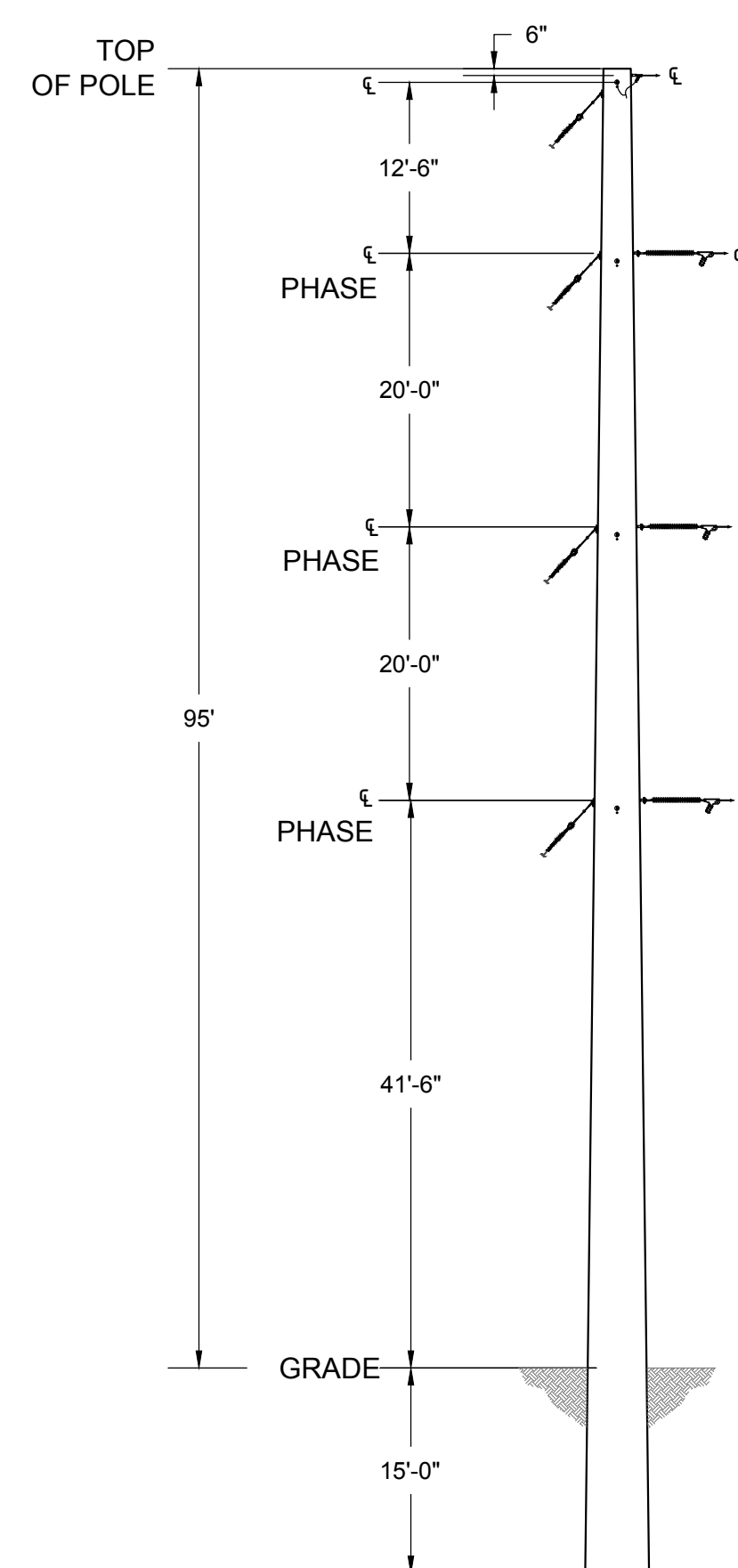
<u>SYMBOL</u>	<u>TYPE AND FORM</u>	<u>APPROXIMATE QUANTITY</u>	<u>SUGGESTED SPECIES</u>	<u>CONTAINER SIZE</u>	<u>MAXIMUM HEIGHT/SPREAD</u>
	Small canopy, broad leaf evergreen tree	11	Species to match existing landscape on west side of driveway	15 gallon	25'/25' 25'/25' 20'/20'
	Small canopy, broad leaf evergreen tree	9	Arbutus unedo (Strawberry Tree), or Rhu lancea (African Sumac), or Eriobotrya deflexa (Bronze Loquat)	15 gallon	25'/25' 25'/25' 20'/20'
	Small, broad leaf evergreen flowering accent tree (alternate species has deciduous foliage)	9	Pyrus kawakamii (Evergreen Pear), or Lagerstroemia indica x fauriei 'Natchez' (Natchez Crape Myrtle)	15 gallon	20'/20' 25'/25'
	Small, broad leaf evergreen shrub	38	Ceanothus griseus horizontalis 'Yankee Point' (Wild Lilac), and Rosmarinus officinalis 'Prostratus' (Dwarf Rosemary), or Rhapiolepis indica 'Jack Evans' (Indian Hawthorn)	5 gallon	2'-3'/10'-12' 2'/4'-8'
	Groundcover				4'-5'/4'
	Bioretention		Water efficient groundcover to be approved in final landscaping plan		
	Existing Tree / Shrub / Landscape		Species to match existing landscape on west side of driveway Species to be approved in final landscaping plan		



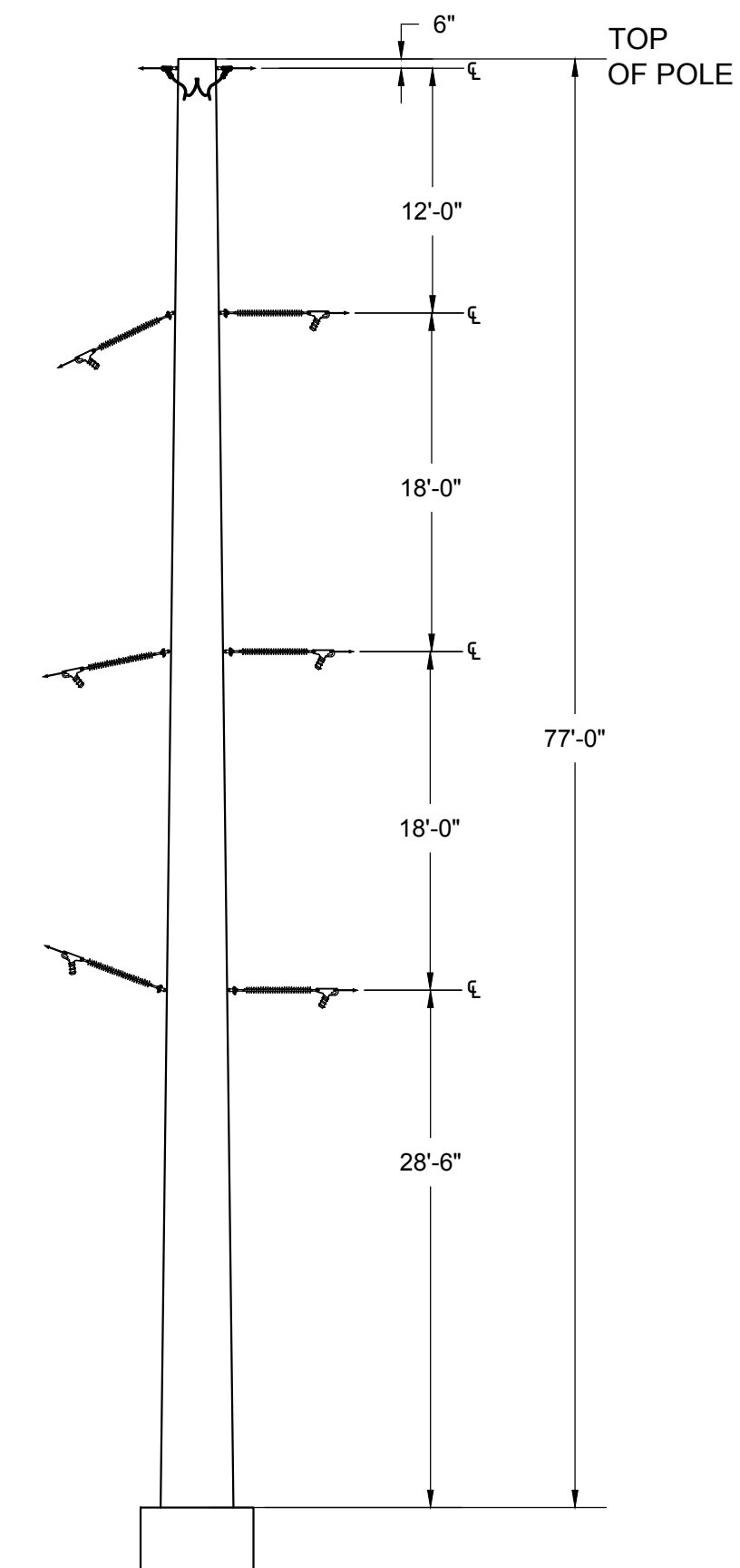
OWNER/APPLICANT:	DIAULO ENERGY STORAGE, LLC 5000 HOPKIN ROAD SUITE #480 PH: 925-201-5246 PH: 925-201-5240 FAX: 925-201-5230
ENGINEER:	TRC SOLUTIONS, INC 17911 VON KARMAN AVENUE, SUITE 400 IRVINE, CA 92614 PH: 949.697.7169 jstenger@trcsolutions.com
SHEET NO.	C-8
 TRC SOLUTIONS <i>Results you can rely on.</i>	



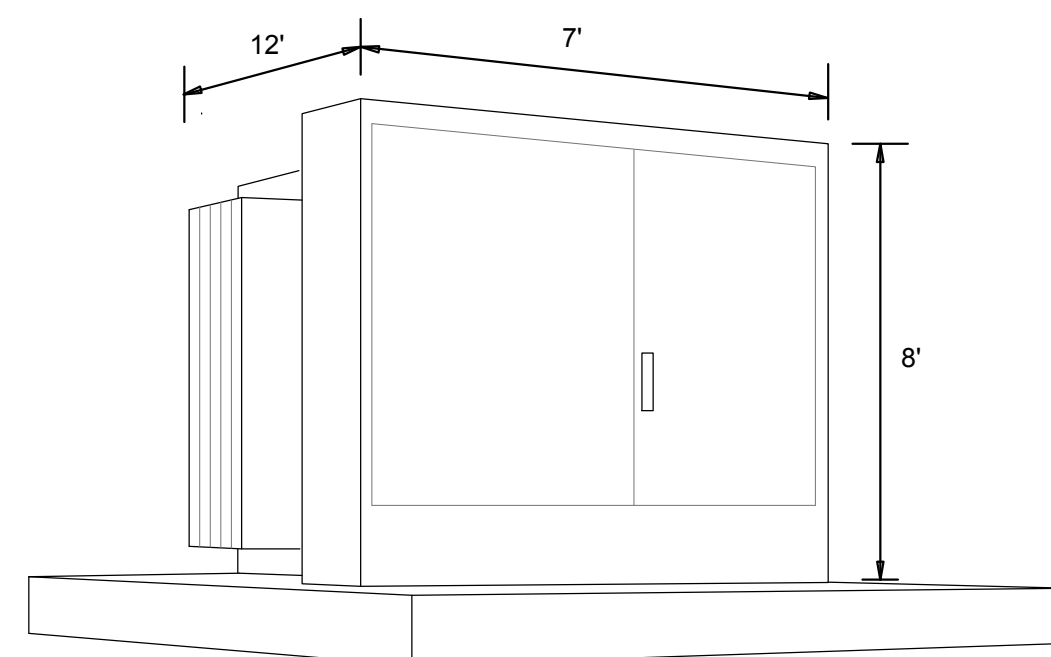
1 SUBSTATION
NOT TO SCALE



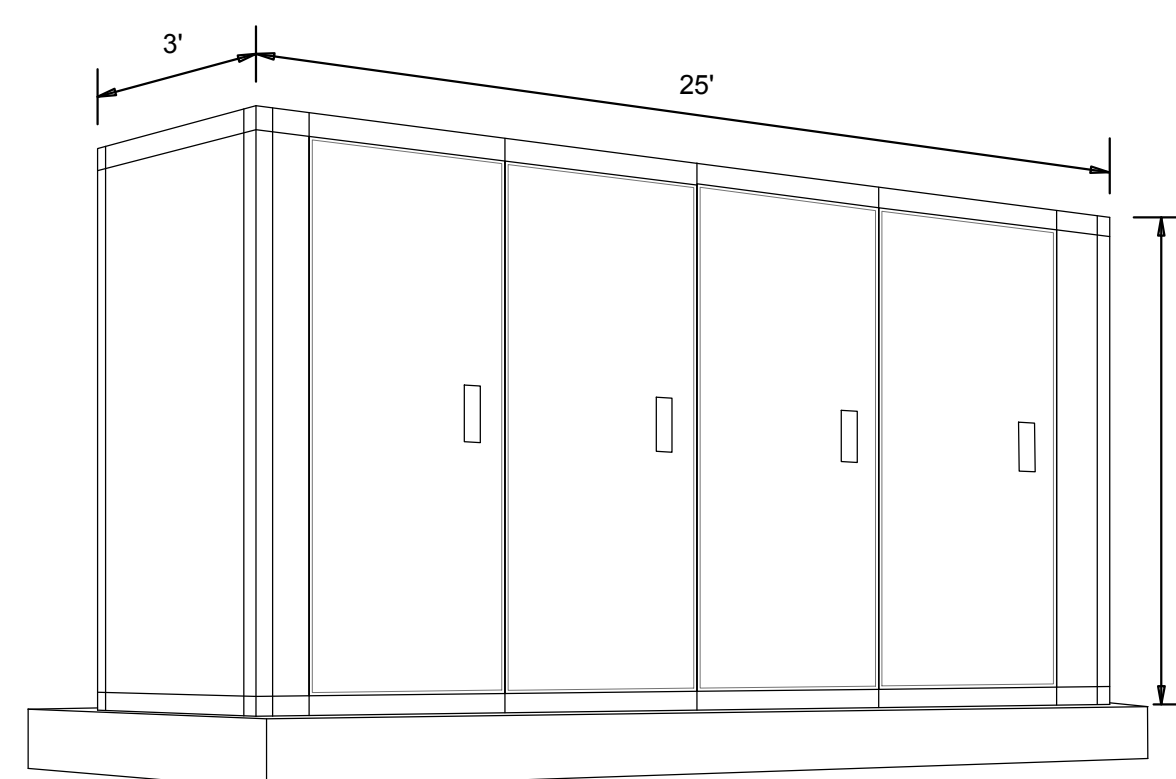
2 OVERHEAD ELECTRIC LINE TURNING POLE
NOT TO SCALE



3 DOUBLE DEAD END ELECTRIC LINE POLE
NOT TO SCALE



4 _____ PADMOUNT TRANSFORMER (TYP.)
NOT TO SCALE



5 INVERTER EQUIPMENT ENCLOSURE (TYP.)
NOT TO SCALE

	0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURGH	VL	SH	JIS
	1	01/12/18	MINOR DESIGN UPDATES INCORPORATED	VL	SH	JIS
REV		DATE	DESCRIPTION	BY	CHECKO	APP.

TITLE:	ELECTRICAL DETAILS
PROJECT:	DIABLO ENERGY STORAGE APN 085-280-010 701 WILLOW PASS ROAD, PITTSBURG, CA

OWNER/APPLICANT:

DIABLO ENERGY STORAGE, LLC
5000 W. 15TH AVE. #480
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5230

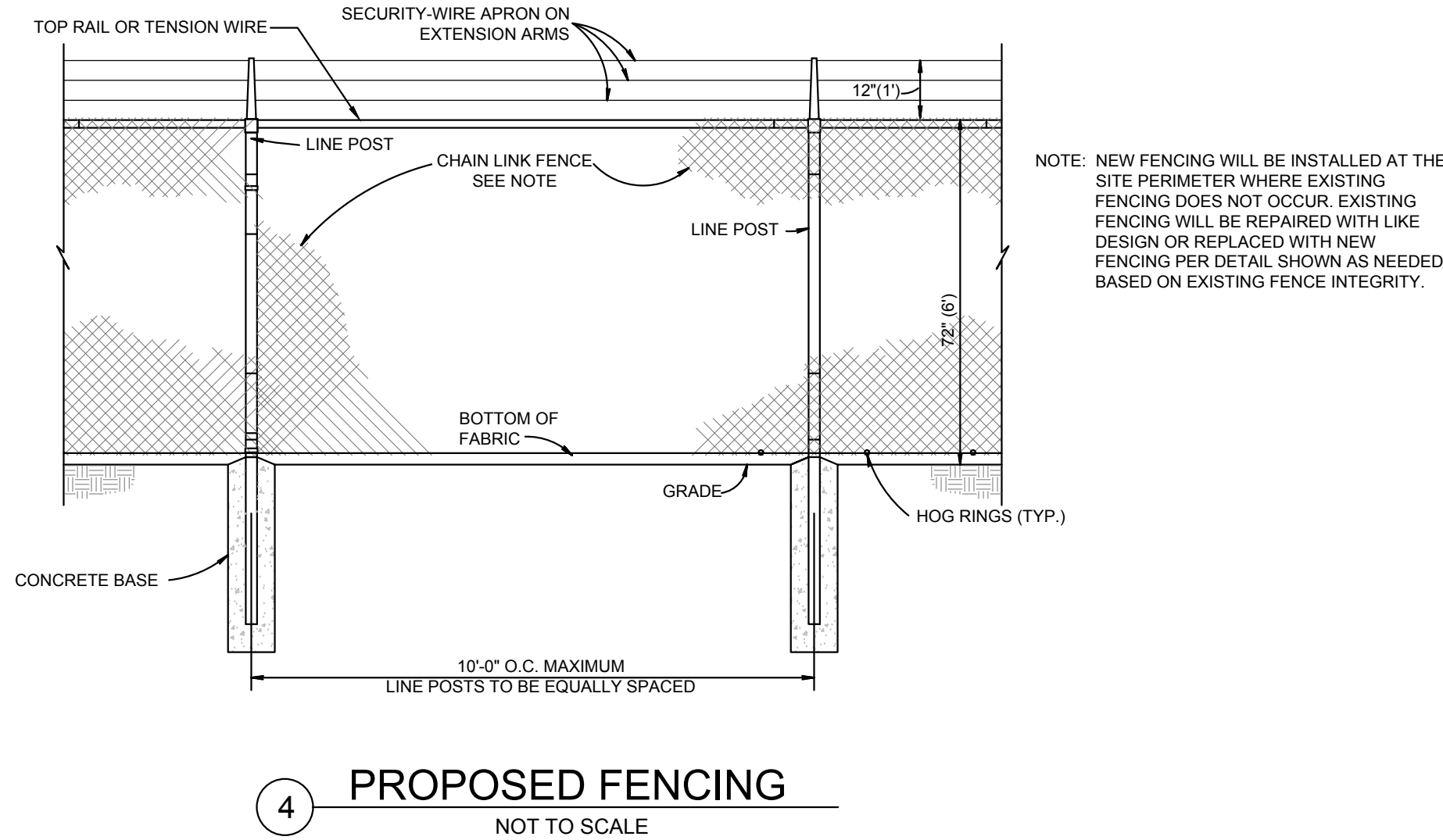
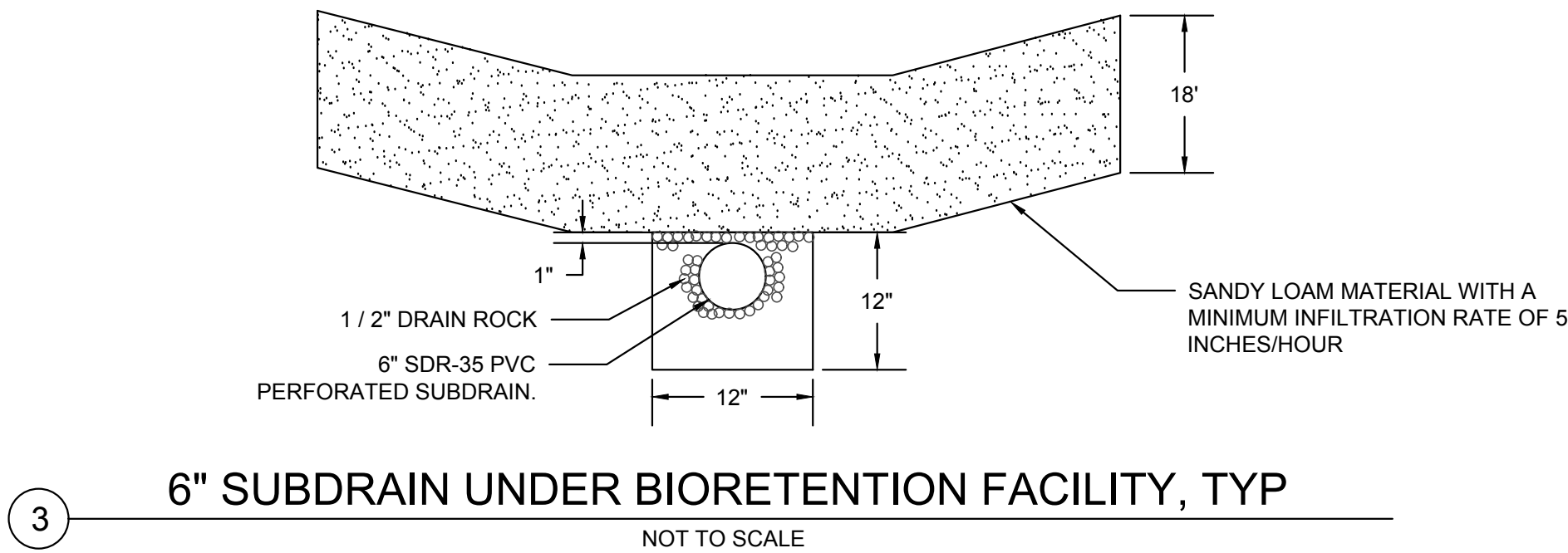
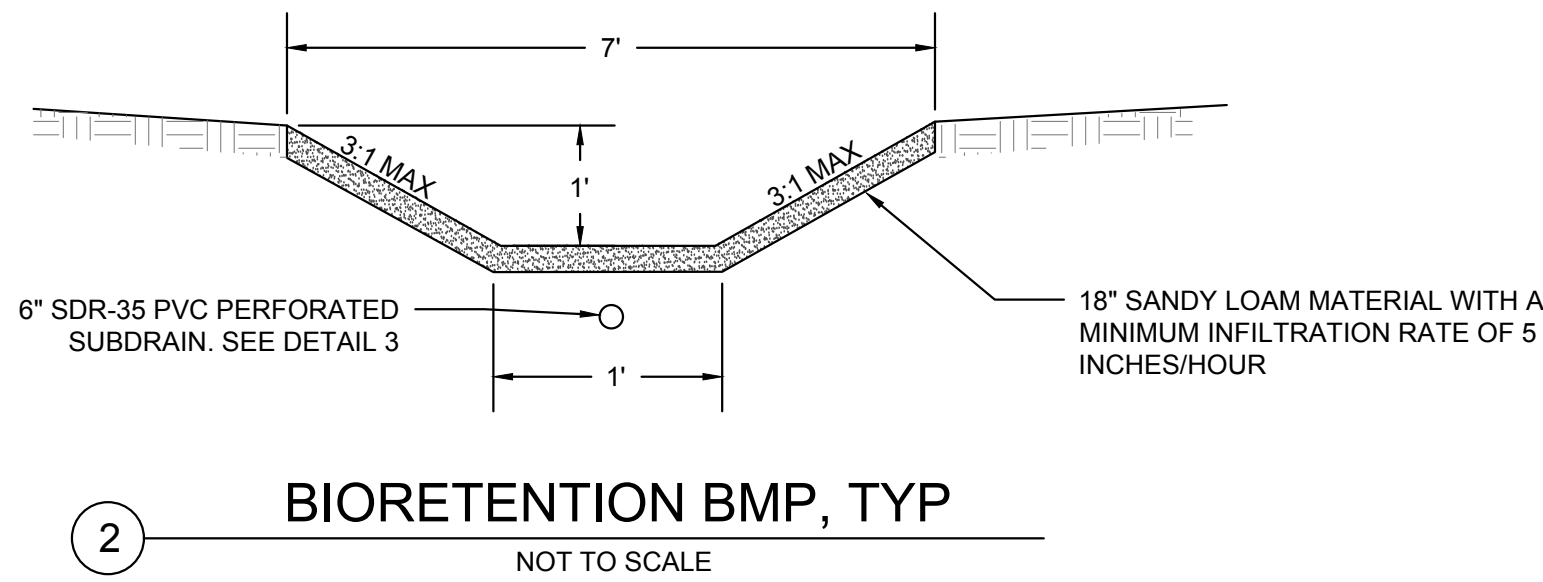
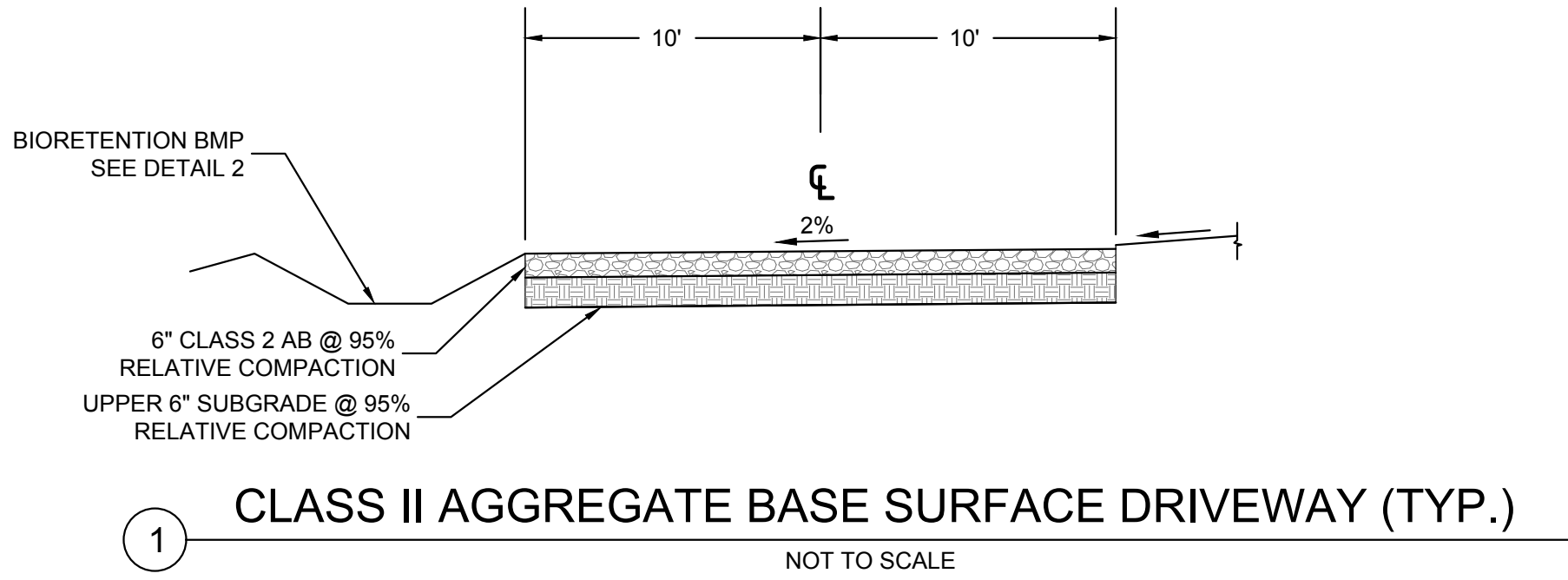
ENGINEER:

TRC SOLUTIONS, INC.
17911 VOYAGER DRIVE, SUITE 400
IRVINE, CA 92618
PH: 949-697-7169
jstenger@trcsolutions.com

SHEET NO.

C-9

 **TRC**
Results you can rely on.



TITLE:

ROADWAY, DRAINAGE AND FENCE DETAILS

PROJECT:

DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

OWNER/APPLICANT:

DIABLO ENERGY STORAGE, LLC
5000 HOPKINS ROAD SUITE #400
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5220

ENGINEER:

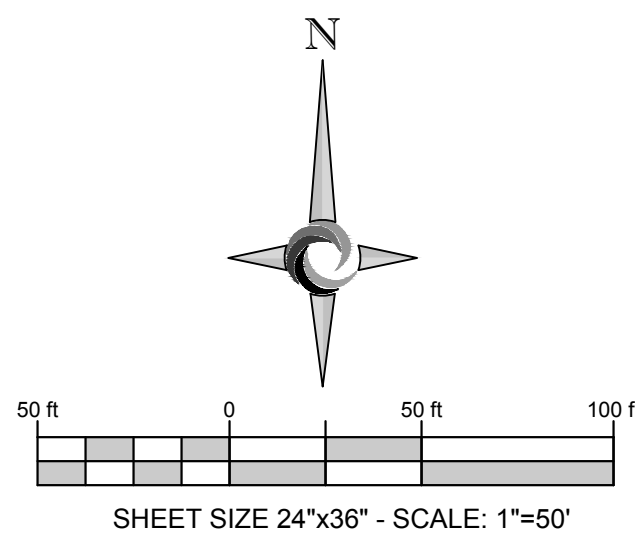
TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
jplenger@trcsolutions.com



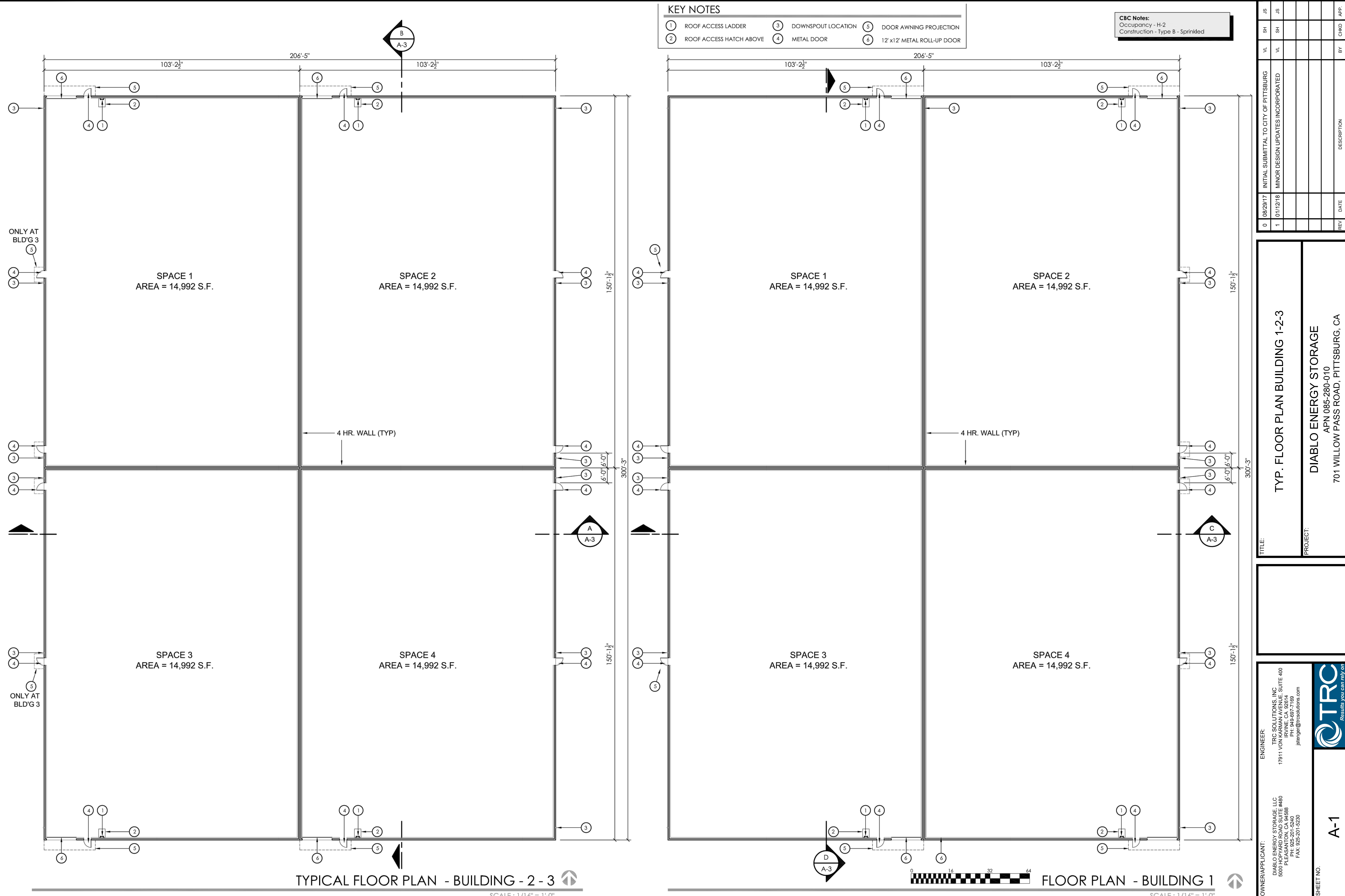
SHEET NO.

C-10

REV	DATE	DESCRIPTION	BY	CHKD	APP.
0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURG	VL	SH	JS
1	01/12/18	MINOR DESIGN UPDATES INCORPORATED	VL	SH	JS



OWNER/APPLICANT: DYABLO ENERGY STORAGE, LLC 5000 HAYWARD ROAD SUITE #480 PUNAHOU, HI 96828 PH: 955-201-5240 FAX: 955-201-5230	ENGINEER: TRC SOLUTIONS, INC 17911 VON KARMAN AVENUE, SUITE 400 PUNAHOU, HI 96867-7169 jstenger@trcsolutions.com	SHEET NO. C-11  TRC <i>Results you can rely on</i>
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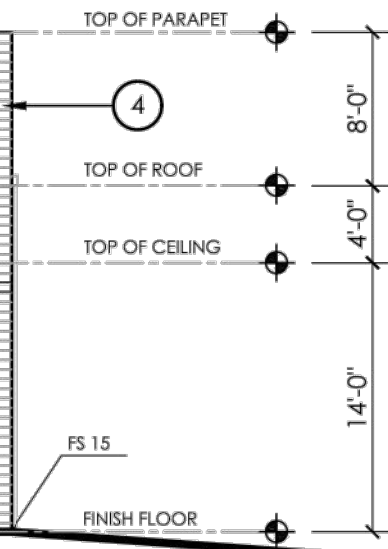




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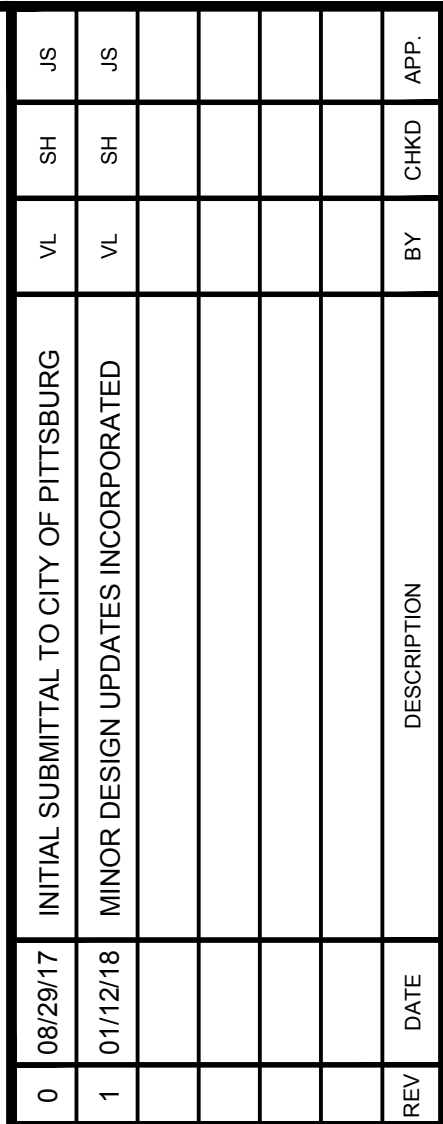


SCALE : 1" = 40'



SCALE: 1" = 10'

NOTE: Illustration of alternate building exterior design employing the use of steel framing exterior walls and metal cladding exterior material.



DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

PROJECT:

SHEET NO. **A-5**


TRC
Results you can rely on

Project Description
Diablo Energy Storage
701 Willow Pass Road
Pittsburg, California 94565



August 2017

Submitted to:
City of Pittsburg
Planning Department
65 Civic Avenue
Pittsburg, CA 94565

Submitted by:
Diablo Energy Storage, LLC
5000 Hopyard Road, Suite 480
Pleasanton, CA 94588

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	PURPOSE.....	2
3.0	PROJECT DESCRIPTION	2
3.1	Location.....	2
3.2	Design.....	2
3.3	Tie-line Routing	4
3.4	Construction	5
3.5	Stabilization of Temporary Disturbances.....	8
3.6	Operations	8
4.0	PROJECT SCHEDULE.....	9
5.0	APPLICANT	9

LIST OF TABLES

Table 1A: Summary of Total Disturbance by Project Feature and Habitat Type

Table 1B: Summary of Long-Term Disturbance by Project Feature and Habitat Type

LIST OF FIGURES

Figure 1	Project Location
Figure 2	Site Photographs
Figure 3	Land Cover Map

LIST OF ATTACHMENTS

Attachment 1:	Tentative Parcel Map
Attachment 2:	Preliminary Site Plans

1.0 INTRODUCTION

Diablo Energy Storage, LLC proposes to install one or more single story buildings on a graded and vacant approximately 12 acre site (Site) representing a portion of an approximate 35 acre parcel (Parcel) located at 701 Willow Pass Road, Pittsburg, California (APN 085-280-010). The Parcel is designated Business Commercial (BC) in the General Plan and zoned Industrial Park-Limited Overlay (IP-O). The proposed use will require a zoning text amendment to amend the IP-O (Industrial Park with a Limited Overlay, Ord. No. 07-1284) District, or the “Empire Business Park Overlay District”, such that a “major utility” would be permitted with a use permit. In addition to the zoning text amendment, Diablo Energy Storage, LLC is applying for a conditional use permit, design review and development agreement. A minor subdivision (lot line adjustment or parcel map waiver), or filing of a final map following the current Tentative Parcel Map in Attachment 1, may also be pursued that would divide the Site from the 35 acre Parcel.

The buildings will house advanced energy storage technology (e.g., lithium ion batteries) which, together with related control equipment including inverters, transformers, and a small onsite electric substation, will be connected via a new electric tie-line to the existing Pacific Gas & Electric Company (PG&E) Pittsburg Substation located approximately 0.6 mile north of the Site. The facility will be unoccupied and is designed for full remote operation. Diablo Energy Storage, LLC is the Applicant for development permits and will be the Lessor of the property.

The facility will not generate electricity. Rather, it will provide a service by receiving energy (charging) from the point of interconnection (POI) with the PG&E electric transmission system, storing energy, and then later delivering energy (discharging) back to the POI. The Site is within the East Contra Costa Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) area. Two alternate routes being considered for a tie-line to the POI are also within the HCP/NCCP area and a third alternative route being considered extends out of the HCP/NCCP area as described further under the subheading of West Alignment.

The Site is currently vacant with no structures. The Parcel is subject to a Covenant to Restrict Use of Property – Environmental Restriction dated July 27, 2007. Per terms of the Covenant, certain uses and activities on the Parcel are prohibited due to the presence of low concentrations of constituents of concern in ground water. The restrictions prohibit certain uses for the Parcel including raising food, drilling for drinking water, extraction of ground water, schools for persons under 21 years of age, day care centers, residences, and hospitals for humans. The proposed use of the Site is consistent with uses allowed by the Covenant.

The proposed use is compatible with the surrounding area and will have little or no effect on environmental resources or local services given its location on a vacant Site, its unmanned operating profile, and proximity to existing infrastructure. When operating, the proposed use will not create emissions to air, will not require sanitary facilities, and will not require water except to maintain water efficient landscape to meet City requirements.

2.0 PURPOSE

The purpose of the proposed development is to reliably and economically receive, store and discharge electric energy from the California Independent System Operator-controlled electric grid, including renewable energy produced by existing solar and wind resources in the region. The project will interconnect to the CAISO grid at the nearby PG&E's Pittsburg Substation. Construction of the project will:

- Provide a new economic and reliable means of capturing and managing renewable energy;
- Provide economic benefit to the City of Pittsburg, Contra Costa County, the region, and the State, through construction jobs, property and sales taxes, and increased energy efficiency and reliability;
- Help stabilize the electric grid and increase the effectiveness of both conventional and renewable energy generation projects;
- Support the achievement of local, state and federal renewable energy goals; and
- Support State goals for energy storage.

3.0 PROJECT DESCRIPTION

3.1 Location

The Site is located on the south side of Willow Pass Road just west of the point where West 10th Street becomes Willow Pass Road (Figure 1). The Site is Parcel B of the overall 35 acre Parcel as shown in Attachment 1. Photographs of the Site are provided in Figure 2. Preliminary Design Drawings for the project are provided in Attachment 2.

3.2 Design

The batteries will absorb and discharge electrical energy from and to the PG&E-owned and California Independent System Operator-controlled power grid. Batteries will be housed inside the buildings secured in racks arranged in rows with aisles for access. The batteries will be connected in series and in parallel to provide the total energy storage capacity. A Relay and Communications (R&C) room will be provided in the buildings for automated monitoring and managing of the batteries to ensure design performance and system life

Power inverters, medium voltage transformers, and a small onsite electric substation with a transformer will be installed. Conductors in underground conduits will be used to connect the buildings, inverters and transformers. Bi-directional inverters will be used to convert between direct current (DC) power in the battery systems and alternating current (AC) power of the electric grid. Inverters will be outdoor-rated skid mounted systems with equipment in weatherproof enclosures. The preliminary design is for bi directional inverters rated at 480 volts (V) AC, one medium voltage transformer for each one or two inverters, and a high voltage transformer within the onsite substation. Final design will include value engineering and a different number of inverters and transformers may be used. The output from the medium voltage transformers will be aggregated and stepped up to 230 kV by the high voltage transformer at the onsite electric substation.

The substation area will be fenced (in accordance with high voltage electric code requirements) and will include the high voltage transformer, switchgear and an approximately 24-foot wide x 50-

foot high H-frame structure with switches, lightning arrestors and metering equipment. The onsite substation will be connected to the existing PG&E Pittsburg Substation to the north via an overhead 230 kV electric tie-line. The electric tie-line will be constructed, owned and operated by the Applicant or other appropriate entity to a point of change in ownership (POCO) located just outside the Pittsburg Substation. Improvements within the Pittsburg Substation and between the Pittsburg Substation and the POCO will be installed by PG&E, and are within the scope of the environmental review to be conducted by the City.

The facility will be designed and constructed to comply with all applicable codes in effect in the City at the time of building permit submission. Each battery module is a sealed finished UL listed article installed as a component in device (battery rack) containing integrated safety systems to actively monitor electrical current, voltage and temperature to optimize performance, mitigate potential failures, and prevent upset. Batteries performing out of specification will be immediately taken off line by the automated monitoring system. There is no venting or release from the individual cells, cell packs, or casings and the batteries are not opened for use, maintenance, or other purposes. The buildings will be outfitted with fire suppression equipment to meet or exceed applicable fire safety codes and standards. The fire protection plan will include prevention, suppression, isolation methods and materials. At a minimum, this will include: smoke/fire detection sensors; ground fault detection, alarms, and systems for automatic shutdown of all cooling fans and opening of electrical contacts in the battery system; and systems for automatic release of a fire suppression agent appropriate to the battery technology. Typically, such systems use a clean fire suppression agent such as DuPont's FE-25, FM-200, or 3M's Novek 1230, designed specifically for electrical installations to reduce damage to uninvolved equipment. Water sprinkler or mist systems will also be provided as required by the fire code.

The project is designed consistent with low impact development standards and the Contra Costa Clean Water Program Stormwater C.3 Guidebook storm water management requirements. Impermeable surfaces are minimized and include building footprints and concrete pads for the substation and other outdoor electrical equipment. With the exception of landscaping to meet City requirements, other surfaces will be graveled including the onsite driveways since use will be infrequent. The driveways will be constructed with compacted Class 2 gravel surfacing over a compacted subgrade to provide all-weather passage and support for a 74,000 pound load capacity in accordance with Contra Costa County Fire Protection District requirements. No designated parking places are included in the design since the facility is unoccupied and there is existing parking in the Empire Business Park complex as well as space for parking on-site. Outside of the onsite driveways, areas not covered by the buildings or equipment pads will be surfaced with gravel (e.g., ¾-inch drain rock) that will provide for some storm water detention and infiltration.

Sidewalk, curb and gutter exist at the site frontage. Parcel 085-280-010 has an existing paved driveway from Willow Pass Road that will be used by the project. Water-efficient landscaping will be put in place where not already present in accordance with the City landscaping requirements. A Conceptual Landscape Plan is provided in the Preliminary Site Plans in Attachment 2. Landscape water will be obtained from the existing landscape water supply system or a new tie-in to the City water main located in Willow Pass Road. No signage is proposed for the building frontage or site perimeter except the address number. Inside the secured site

perimeter, signage will be provided in accordance with OSHA requirements and other relevant regulatory requirements.

Conceptual architectural renderings are provided in the Preliminary Site Plans in Attachment 2. The architectural design theme is to compliment and be compatible with the existing character of the neighboring industrial buildings. The established buildings in the area are low profile light industrial building types using cementitious and metallic exterior materials. The color palette for the large footprint buildings is in the warm beige range. The proposed architectural design is shown in Sheets A-1 through A-4 of the Preliminary Site Plans and uses tilt-up concrete construction for exterior walls to complement the existing architectural character of neighboring buildings, with colors complimentary to the adjacent buildings. To give a visual and textural interest to the building elevations facing the street, application of a darker beige metal cladding is proposed, complementing the use of metal in the adjacent buildings. The application of exposed roof drainage systems and reveals along the exterior walls provide visual relief and break up the wall surface to smaller modules. Projecting shade elements are included along the street frontage walls above the exterior doors to provide not only shading but also interest as the sun casts shadows along the walls.

Sheet A-5 introduces an alternate design for the buildings. The alternate design would utilize steel framed construction on the exterior walls with metal cladding. The design's vertical recess elements provide for visual relief and reduces the length appearance of the buildings. The Applicant is seeking approval for either architectural scheme, which will allow flexibility as the project further develops.

3.3 Tie-line Routing

The area between the Site and the Pittsburg Substation is extensively developed and industrial and utility infrastructure including bulk fuel oil tanks, railroad alignments, drainage and flood control features, underground gas pipelines, roadways, numerous underground and overhead high voltage electric lines, and other infrastructure. The existing facilities influence feasible routes. Three feasible preliminary alternative tie-line routes have been identified: a) west of the fuel oil tank farm, b) along an existing NRG access road through the fuel oil tank farm, and c) east of the fuel oil tank farm. The routes are described below and are shown in Figure 3. The preliminary tie-line pole locations are provided in Figure 3. Based on preliminary engineering, the poles will be approximately 77 to 95 feet high as shown in Sheet C-9 of the Preliminary Site Plans.

West Alignment

Using this route, the tie-line would extend along the south side of Willow Pass Road approximately 2,000 feet, cross under a series of existing PG&E high voltage lines, then turn north to cross Willow Pass Road and extend approximately 2,100 feet, and then turn northeast and extend approximately 2,500 feet to the POCO. The length of this route is approximately 6,700 feet. This route would require approximately 8 poles and would cross under seven existing PG&E transmission lines. This alignment is outside of the HCP/NCCP area between Willow Pass Road and the point approximately 300 feet southwest of the POI. Use of this alignment may require some surface preparation, or stabilization of existing access routes, to provide access to tie-line structures for construction and maintenance. This alignment is within the East Contra Costa

County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) area only where it is located south of Willow Pass Road.

Middle Alignment

Using this route the tie-line would cross Willow Pass Road directly north of the on-site substation and then turn east and extend approximately 550' feet along the north side of Willow Pass Road before turning north and extending along the west side of the existing NRG access road approximately 3,200 feet to the POCO. The length of this route is approximately 3,800 feet. This route would require approximately 12 poles and would cross under nine existing PG&E transmission lines. This alignment is entirely within the HCP/NCCP area.

East Alignment

This route is the same as the Middle Alignment except that after extending approximately 800 feet north along the NRG access road it would turn east and follow an existing drainage ditch approximately 1,400, then turn north for approximately 1,000 feet, then turn west approximately 1,400 feet, and then turn northwest approximately 1,200 feet crossing under the existing PG&E transmission lines just outside the Pittsburg Substation to the POCO. The length of this route is approximately 5,800 feet. This route would require approximately 16 poles and would cross under nine existing PG&E transmission lines. This alignment is entirely within the HCP/NCCP area.

The Applicant is requesting approval to develop the project using any of the alignments, subject to revisions as may be approved by the Planning Manager.

3.4 Construction

Construction and equipment installation is expected to take 6 to 12 months including the buildings, outdoor electrical equipment, and site preparation including stormwater controls and landscaping. Construction staging will occur onsite. Construction may be phased in response to market demands. If phased, project improvements essential for the entire site such as the connection to the City stormwater system, as the onsite substation, and the electric tie-line, will be installed in the initial phase. A phasing plan is included in Sheet C-11 of the Preliminary Site Plans. In general, if phased, a building and related systems would be installed in the initial phase while installation of subsequent building space and related systems would be deferred to a subsequent phase or phases as shown in the table below:

PHASING PLAN	
<u>Initial Phase</u>	<u>Subsequent Phase(s)</u>
Initial Phase Site Prep/Grading, Civil, Drainage	Phase related Site Prep/Grading Civil, Drainage
Onsite Substation & HV Electrical	Subsequent Building Space
Initial Building	Batteries & Associated Systems
Batteries & Associated Systems	Inverter Pads, Equipment & Connections
Inverter Pads, Equipment & Connections	
Electric Tie-Line	

The majority of the Site is currently covered with several feet or more of fill dirt and will be graded to be relatively flat-lying with drainage toward the north and east. Final grading plans will be subject to approval by the City. Grading quantities are provided on Sheet C-1 of the Preliminary Site Plans. Class 2 aggregate will be imported to the Site for surfacing the driveways. Crushed rock gravel will be imported for surfacing outside the building and driveway footprints and for building pad preparation.

It is estimated that Site grading and preparation will require the following equipment:

TYPE	QUANTITY
Bulldozer (e.g., CAT D7)	1
Grader (e.g., CAT D7)	1
Scraper (15-30 CY)	2
Water Truck (3,000- 5,000 gal)	1
Self-Propelled Compactor	1
Dump Truck	1
Tractor/Loader/Backhoe (e.g., Case 590)	1
Bobcat	1

Water may be used during construction if needed for dust control and compaction. A non-toxic dust palliative may also be used. If needed, water will be obtained from the City water supply via an existing hydrant on the Parcel or on the Site frontage of Willow Pass Road. Sanitary facilities during construction will be provided by portable self-contained units maintained by a licensed contractor.

Project construction will implement the following measures to control dust emissions during construction in accordance with Bay Area Air Quality Management District requirements:

- Exposed soil areas will be watered two times per day when needed to control dust emissions;
- Haul trucks transporting soil, sand or other loose material offsite will be covered;
- Best Management Practices (BMPs) will be implemented to minimize track-out onto adjacent public streets;
- A 15 mile per hour speed limit will be used for roadways until stabilized with gravel or other treatment to minimize dust; and
- Disturbed surfaces will be stabilized as soon as practical.

Construction is expected to generate up to an estimated 75 construction jobs during peak construction periods. Deliveries of equipment and materials will generate an estimated 5 round trips per day during peak construction periods that will occur throughout the day. Construction wages will contribute to the local and regional economy through direct income, spending and taxes.

The City operates a 10-inch diameter water main located in the westbound lane of Willow Pass Road (personal communication, Hilario Mata, Assistant Director of Public Works, June 23, 2017). Project construction will include a tie-in to the water main if the water supply for landscaping

cannot be obtained from existing infrastructure on the Parcel (e.g., if a separate parcel is created by subdivision, lot line adjustment or parcel map waiver).

Table 1A and 1B, respectively, summarize land areas and habitat types that could be disturbed by project development during construction and long-term. The Applicant is applying for coverage under the HCP/NCCP and will comply with requirements of the HCP/NCCP as applicable including pre-construction surveys. Planning Level Surveys under the HCP/NCCP have been completed on the Site. Tie-line routes north of Willow Pass Road have been surveyed from the public ROW due to access limitations and further studied using high-resolution aerial imagery. If construction is initiated during bird nesting season (February 1 – August 31), a preconstruction nesting bird survey will be conducted by a qualified biologist within 14 days prior to ground disturbance. If an active nest is located, then a qualified biologist will establish a nest buffer surrounding the active nest. Work will not occur in the buffer area until the biologist determines the nest is inactive. The extent of the nest buffers will be based on consideration of the anticipated levels of noise or disturbance, ambient levels of noise and other disturbances, species present, and topographic or other barriers. If construction is halted for more than 14 days, then a nesting bird survey will be completed within 14 days prior to re-initiating of construction work. Pre-construction surveys for protected raptors will also be completed prior to construction in accordance with requirements of the HCP/NCCP.

Results of a biological resources survey conducted for the project indicates that burrowing owl habit does not occur on the project Site. However, because burrowing owl habitat can occur in disturbed and developed areas, it is possible that burrowing owl could move into the area prior to construction. Therefore, in an abundance of caution, a burrowing owl survey will be conducted by a qualified biologist within 14 days prior to ground disturbance. If an occupied burrow is observed within or adjacent to the Site during the nesting season (February 1- August 31) and is determined to contain an active nest, then a buffer will be established surrounding the nest in accordance with CDFW's 2012 *Staff report on Burrowing Owl Mitigation*. No work will occur in the buffer area until the nest is determined to be inactive by a qualified biologist. If occupied burrows are observed within or adjacent to the Site during the non-nesting season (September 1- January 31) or if an occupied burrow is determined to not be a nest burrow during the nesting season, then a buffer will be established around the burrow by a qualified biologist in accordance with CDFW guidelines. If an occupied burrow cannot be avoided (i.e., is within the limits of disturbance), a burrowing owl exclusion plan will be written and submitted to CDFW for approval of passive relocation procedures.

Tie-Line Construction

If the selected alignment is not covered by HCP, then to the extent necessary, studies would be completed to develop a construction plan that would to the greatest extent possible minimize impacts to wetlands (if any). For example, tie-line structures would be placed to avoid wetlands where possible, and needed access routes would be aligned to utilize existing access routes where possible. Based on the surface disturbance estimates shown in Table 1B the total permanent disturbance to presumed wetlands if the West Alignment is used would be less than 0.5 acre so the project would use USACE Nationwide Permit No. 12 for utility infrastructure if it is determined that federally jurisdictional wetlands cannot be practically avoided. Nationwide Permit No. 12 also provides for temporary surface disturbance needed during construction. Coverage under the

Nationwide Permit No. 12 requires a Section 401 water quality certification from the RWQCB. In addition, approval from the California Department of Fish and Wildlife under Section 1600 of the Fish and Game Code may also be required if the West Alignment is used.

3.5 Stabilization of Temporary Disturbances

Disturbed surfaces on the site that are not covered by buildings, equipment or roads will be stabilized with crushed rock as well as landscaping at the site perimeter to meet City requirements. Temporary disturbances from tie-line construction will be stabilized as soon as practical by returning the ground surface to a condition approximating pre-project conditions. Temporary disturbances in Annual Grassland habitat will be stabilize by reseeding with a seed mix subject to approval by the City.

3.6 Operations

The facility will operate year-round and will be available to receive or deliver energy 24 hours a day, 365 days a year. The Site will be secured with a chain link fencing. Existing chain link fencing that occurs on the Site frontage will be repaired or replaced where needed, and new fencing will be installed at the Site perimeter where fencing does not currently exist. The Site will be equipped with security cameras that will be monitored remotely and with alarms and other security as needed. Landscaping will include water-efficient trees, shrubs and groundcover that will provide aesthetics for views from Willow Pass Road. Existing trees and landscaping along the driveway east of the Site (See Figure 2) will provide visual screening between the project and residences to the east. At the west edge of the site, landscaping along the edge of the existing driveway will include trees and ground cover to mirror the existing landscaping on the opposite (offsite) edge of the driveway. Because the facility will be unattended with little vehicle traffic, the Site gates will be designed to be opened and locked manually. The electrical equipment, heating, ventilation, air conditioning, fire protection systems, and security will be automated and monitored remotely. The Site will be unoccupied but visited periodically through the year for equipment inspections, monitoring and testing, and maintenance as needed. Periodically, batteries and various components will be replaced or renewed to ensure optimal operation.

The facility will operate without emissions to air or water. Except for landscape watering to meet City requirements, the facility will use no water. Because the facility will not be manned, no office, break room, sanitary facilities or potable water will be needed. Motion-activated lighting may be used where needed for safety or security such as at access gates and doorways to buildings. If used, lighting would be directed downward and shielded to minimize visibility from offsite.

Storm water treatment in accordance with City requirements will be provided by gravel yard surfacing and bioretention swales as shown in the Preliminary Design Drawings. Outdoor equipment will be sealed or enclosed and will not affect storm water quality.

Outdoor electrical equipment, cooling fans, and HVAC systems will generate low levels of noise during routine operations. Noise levels will be compatible with surrounding land uses and below levels that would conflict with the City's Noise Ordinance (Noise Ordinance Section 9.44.010). The closest sensitive noise receptors are residences located east of the Site. The project is designed with a building at the eastern side that will block electrical equipment noise to these residential

receptors. The facility will be designed comply with the City noise standards as described in the City's General Plan at Section 12, Noise.

At the end of battery life, battery modules will be removed from the battery racks and returned to the manufacturer or their approved recycling partner(s) for dismantling, material processing and recovery. Other waste from Site maintenance will be removed from the Site as part of maintenance work and managed in accordance with applicable regulations. Oil in oil-filled transformers is not routinely handled. Oil filled equipment is operated normally closed and sealed. On infrequent occasions, oil in oil-filled electrical equipment may require filtering or replacement if it becomes contaminated. If oil from oil-filled equipment needs to be replaced, the used oil would be recycled at a licensed offsite recycler.

4.0 PROJECT SCHEDULE

Construction of Phase I (or the complete project if all Phases were constructed concurrently) will be scheduled to begin after receipt of requisite permits and is expected to take approximately 6 - 12 months.

5.0 APPLICANT

The Applicant is Diablo Energy Storage, LLC, a company formed for the sole purpose of developing the project and wholly owned by LSP Generation Holdings, LLC. LSP Generation Holdings, LLC is part of the LS Power Group (LS Power), a privately held, leading independent energy development firm established in 1990 employing approximately 150 professionals. LS Power is well regarded in the development and financial community and in the past 10 years has raised over \$17 billion of capital for investments in the energy sector including electric generation, storage, and transmission assets. More information can be found at www.lspower.com.

TABLE 1A
SUMMARY OF TOTAL DISTURBANCE BY PROJECT FEATURE AND HABITAT TYPE
(TOTAL SHORT-TERM PLUS LONG TERM DISTURBANCES)

FEATURE	DISTURBANCE IN HCP/NCCP AREA (AC)	DISTURBANCE OUT OF HCP/NCCP AREA (AC)	HABITAT	COMMENTS
Site Development	10.41	--	Annual Grassland	Site gross is 11.85 acres including existing surfaced roads. Disturbance is 10.12 Ac.
West Alignment	0.49	0.45	Annual Grassland	3 pole sites x 3,500 sf ea. in HCP/NCCP area 2 stringing sites x 1000 sf ea. in HCP/NCCP area - Access 10' x 900' in HCP/NCCP area 2 pole sites x 3,500 sf ea. out HCP/NCCP area - Access 10' x 1000' out of HCP/NCCP area
	0.02	--	Urban	1 pole site (POCO)⁽¹⁾
		1.47	Wetland ⁽²⁾	1 or 2 pole sites totaling up to 20,000 sf⁽³⁾ 2 stringing sites 1,000 sf ea. - Access 12' x 1000' - Contingency Access 12' x 1,500⁽⁴⁾
Middle Alignment	0.16	--	Urban	Ten pole sites x 700 sf ea⁽¹⁾
East Alignment	0.21	--	Urban	13 pole sites x 700 sf each⁽¹⁾

⁽¹⁾ Stringing sites, construction work areas and long-term access that may be used in urban areas not requiring clearing or surface improvement are not included in this table since there would be no ground disturbance. Ground disturbance for poles in urban habitat is estimated based on 15' radius around the pole center point.

⁽²⁾ Presumed wetland area based on field survey results from other nearby projects, aerial imagery analysis, and visual survey from public rights-of-way due to access constraints. Actual wetland area and disturbed acreage to be determined prior to construction if Project for areas outside of the HCP/NCCP coverage area.

⁽³⁾ Estimate allows for contingency for final design to determine minimum safe working area at each pole and for jurisdictional wetland conditions to be confirmed by delineation at one or two poles.

⁽⁴⁾ Contingency for possible temporary access between tie-line structures B and C if a helicopter is not used for stringing.

TABLE 1B
SUMMARY OF LONG-TERM DISTURBANCE BY PROJECT FEATURE AND HABITAT TYPE

FEATURE	DISTURBANCE IN HCP/NCCP AREA (AC)	DISTURBANCE OUT OF HCP/NCCP AREA (AC)	HABITAT	COMMENTS
Site Development	10.41	--	Annual Grassland	Site gross is 11.85 acres including existing surfaced roads. Disturbance is 10.12 Ac.
West Alignment	0.05	0.32	Annual Grassland	3 pole sites x 700 sf ea. in HCP/NCCP area 2 pole sites x 700 sf ea. out of HCP/NCCP area - Access 10' x 1,250 out of HCP/NCCP area
	0.02	--	Urban	1 pole site (POCO)
		0.38	Wetland ⁽¹⁾	1 or 2 pole sites x 700 sf ea. - Access 12' x 1000' - Contingency Access 12' x 250'⁽²⁾
Middle Alignment	0.16	--	Urban	Ten pole sites x 700 sf ea
East Alignment	0.21	--	Urban	13 pole sites x 700 sf ea

⁽¹⁾ Presumed wetland area based on field survey results from other nearby projects, aerial imagery analysis, and visual survey from public rights-of-way due to access constraints. Actual wetland area and disturbed acreage to be determined prior to construction if Project for areas outside of the HCP/NCCP coverage area.

⁽²⁾ Contingency in the event that the vegetated portion of the long term access route to Pole C is found to be wetlands instead of grassland.



\\Sanfran-fs1\gis\GIS_LB\Diablo_Energy_Storage.mxd\Figure 1 Project Location.mxd

Legend

Diablo Energy, LLC Site

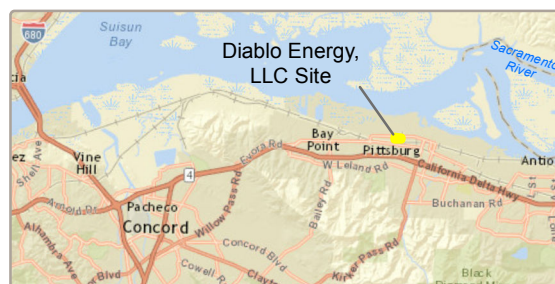


Figure 1: Project Location
Diablo Energy, LLC

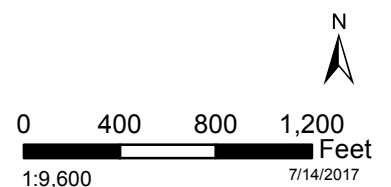


Figure 2: Site Photographs



1) Looking east from west end of the Site.

2) Looking north along the driveway just east of the Site.



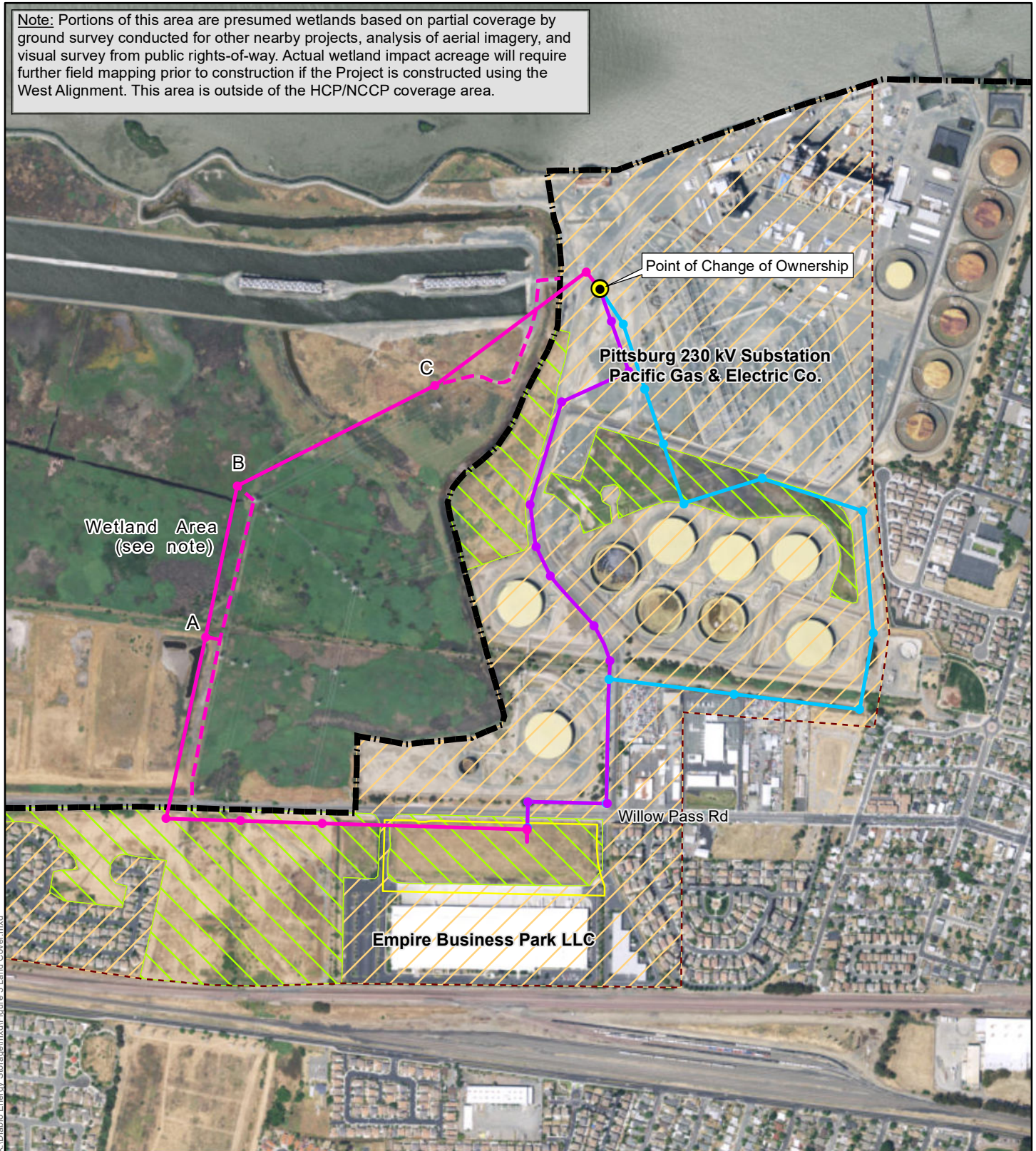


3) Looking east on the northern end of the Site.

4) Looking west from the side of the Site.



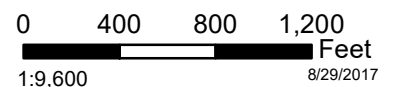
Note: Portions of this area are presumed wetlands based on partial coverage by ground survey conducted for other nearby projects, analysis of aerial imagery, and visual survey from public rights-of-way. Actual wetland impact acreage will require further field mapping prior to construction if the Project is constructed using the West Alignment. This area is outside of the HCP/NCCP coverage area.



Legend

- Project Site
- West Alignment
- Middle Alignment
- East Alignment
- Limits of Project Mapping
- HCP Inventory Area
- ● ● ● Preliminary Structure Locations
- Preliminary Access Route
- Annual Grassland
- Urban

Figure 3: Land Cover Map
Diablo Energy Storage, LLC



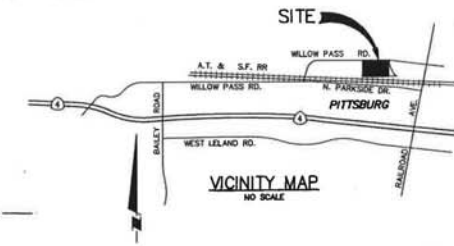
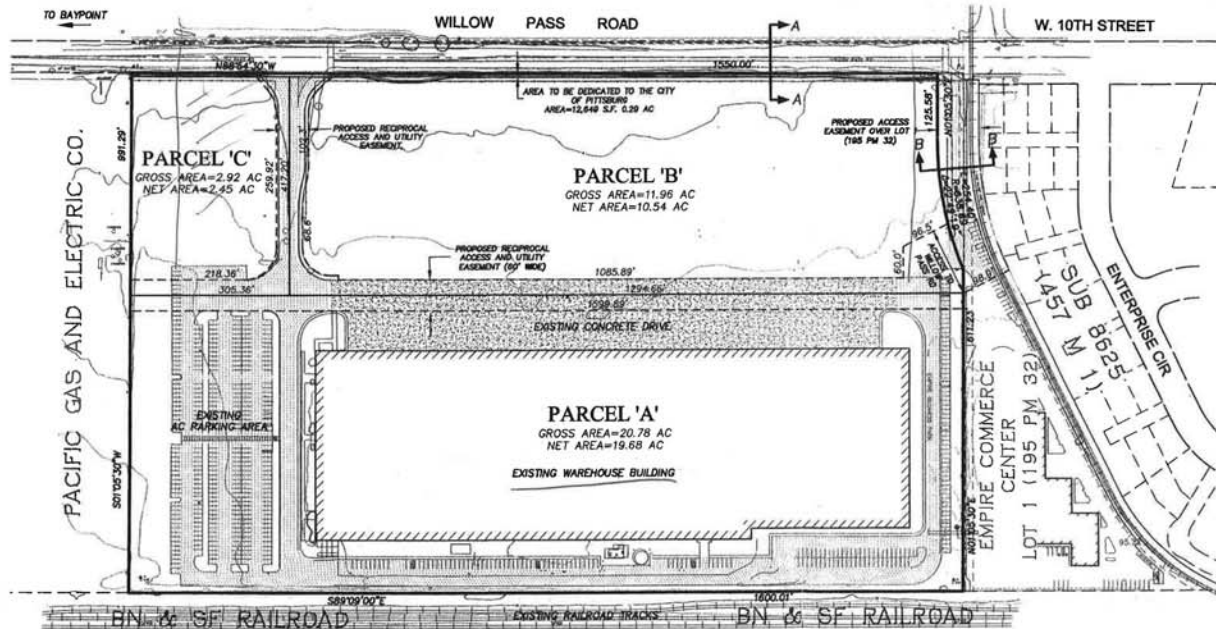
Attachment 1
Tentative Parcel Map

TENTATIVE MAP MINOR SUBDIVISION NO. 677-08 "EMPIRE BUSINESS PARK"

CITY OF PITTSBURG
CONTRA COSTA COUNTY, CALIFORNIA
SCALE: 1" = 100' OCTOBER 2008

PACIFIC GAS AND ELECTRIC CO.

SCALE: 1" = 100'

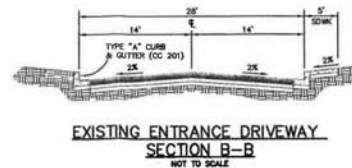
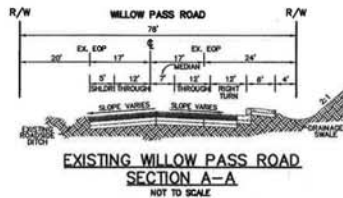


PROJECT SUMMARY

- OWNER & DEVELOPER: DON & LORNE CARR
C/O DAVIS & ASSOCIATES
701 WILLOW PASS ROAD
PITTSBURG, CA 94568
(925) 432-4714
- ENGINEER: ISAISON & ASSOCIATES, INC.
2255 TOWARD VALLEY ROAD #C
WALNUT CREEK, CA 94598
(925) 937-9333
- PROPERTY ADDRESS: 701 & 753 WILLOW PASS RD.
- WATER SUPPLY: CITY OF PITTSBURG
- SEWER SERVICE: CITY OF PITTSBURG
- POWER: PGE
- PHONE SERVICE: AT&T
- CONTOURS: 1' CONTOURS
- ASSESSORS PARCEL NO.: APN 085-280-008
- TOTAL AREA (GROSS): 35.85 ACRES
- 3 PARCELS PROPOSED
PARCEL A=18.68 AC
PARCEL A=10.54 AC
PARCEL A=2.45 AC

LEGEND

PROPOSED	ITEM
---	PROJECT BOUNDARY
---	RIGHT-OF-WAY LINES
---	PROPERTY LINES
---	EASEMENT LINES
---	EXISTING BUILDING
---	PAVEMENT
---	CONCRETE



	SUBDIVISION NO. 677-08		EMPIRE BUSINESS PARK	
	TENTATIVE MAP			
	PITTSBURG	CONTRA COSTA COUNTY	CALIFORNIA	
	Isakson & Assoc. Inc. civil engineering and surveying 2255 Toward Valley Road, Suite 2, Walnut Creek, CA 94598 Phone (925) 937-9333			
DATE: 10-30-08	DESIGNED: [Signature]	DRAWN: [Signature]	CHECKED: [Signature]	SHEET 1 OF 1

Attachment 2
Preliminary Site Plans

Attachment4
Property Development RegulationsTable

Diablo Energy Storage, AP-17-1270 (RZ, UP, DR)

Development Regulations: <i>Overlay District, Ordinance No.04-1214</i>	Requirement:	Proposed Project:
Max. Height	40 ft.	26.6 ft. includes 8.6 ft. parapet
Max. FAR	1.0	0.41
Max. Lot Coverage	60%	41%
Min. Lot Area	15,000 sq. ft.	454,766 sq ft. Net area
Min. Lot Width	80 ft.	1250 ft.
Min./Avg. Front Yard Setback	20 ft. min.; 25 ft. or more average	70 ft.
Min. Side Setback	10 ft.	50 ft.
Min. Side Setback (facing street)	25 ft.	N/A
Min. Rear Setback	10 ft.	35 ft.
Min. Site Landscaping	10%	17%
Min. Parking • Major Utility	None	None
Min. Bike Parking • 0 racks/lockers per 0-4 <u>required</u> parking spaces	None	None

Attachment5
Applicable Development Review Design Guidelines
Diablo Energy Storage, AP-17-1270 (RZ, UP, DR)

Design Review Guidelines Section IV. Commercial/Industrial	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. No parking areas would be visible from Willow Pass Road to the north of the site.
IV.b: Provisions should be made for permanent shopping cart corrals in retail shopping centers.	Not applicable. The project does not involve a retail shopping center.
IV.c: Existing trees on site should be incorporated into the project site design, unless waived by the City Planner or Planning Commission.	Not Applicable. There are no trees on the project 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 has been added that would require compliance with this guideline.
IV.e: Projects with many buildings (greater than three) should have a variety of building sizes and masses.	Not Applicable. There are only three buildings.
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.	Conditionally. Given the industrial architecture, large building size and significant massing of each building, strict adherence to this guideline would not make sense. However, visual relief could be provided by extending the metal panel siding to project above the top of the existing parapet line as shown in the plans (Sheet A-4).
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.	Not Applicable. The building entries are not highlighted. This facility would be unmanned. The entries are for maintenance purpose only.
IV.h: Building elevations visible from public right-of-ways should be addressed in design review and treated appropriately.	Yes. The north elevation of the buildings shows some detail to break up the visual mass of the buildings that face the street.

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.	Yes. The building form, colors and material would be compatible with the existing industrial warehouse which is located on the southern portion of the Empire Business Park property.
IV.j: All roof mounted equipment should be screened completely from view from all public right-of-ways. A site-line study may be necessary to determine appropriate screening method.	Yes. All roof equipment would be screened by the building parapets.
IV.k: All structures including, but not limited to, 'tilt-up' type structures, should have structural reliefs and articulated entries.	Yes. The portion of the buildings that face the side streets (east elevation of Building 1 and west elevation of Building 3) show some detail through scoring of the façade. The entries are not articulated because they are not meant to be used as entrances to the building.
IV.l: Exterior fire escapes, stairs and other appurtenances should be designed or treated as integral parts of the building façade.	Not Applicable. There are no exterior stairs or other appurtenances.
IV.m: Downspouts should be designed into the façade of the building the color and materials palette unless architecturally treated.	Yes. Downspouts are incorporated into the architecture.
IV.n: Add murals, lattice or some other space-frame type treatment to blank walls visible from public view.	Yes. The metal panels on the façade would visually break up the massing of each building. The diagonal orientation of the paneling would maximize this effect.
IV.o: Prototype or 'theme' architecture is discouraged.	Yes. The architecture reflects the industrial character of the surrounding area.
IV.p: New or remodeled buildings should be designed to be compatible in design, color and materials with adjacent development.	Yes. The color and materials palette reflects the adjacent building to the south of this site.
IV.q: The street-oriented elevations shall be designed so as not to present the appearance of a rear elevation.	Yes. The metal scoring of the north elevation would provide some visual interest to the façade.
IV.r: Trash enclosures should include area for collection of recyclables (i.e. space for two 90-gallon containers minimum).	Not applicable. There is no onsite waste storage required. When maintenance is done, waste would be removed by the maintenance crew at that time.

Green Building Design Guidelines Section VI.D Commercial/Industrial	
VI.D.1: Roofs should be designed to integrate renewable energy systems and provide a cool urban environment.	Conditionally. This is a renewable energy project designed to facilitate the implementation of renewable energy systems, as such, the buildings proposed would not include solar panels; however, building roof tops should be painted white to create a cool roof effect under any necessary mechanical equipment.
VI.D.2: Urban heat island impacts should be minimized.	Not applicable. No new parking areas are required/proposed with this project.
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 project is designed consistent with low impact development standards.
VI.D.4: Design choices should incorporate or prepare for electric vehicle charging or used vegetable oil fueling infrastructure.	Not Applicable. This facility would be unmanned and therefore no parking is provided for employees.
VI.D.5: Fuel cell technology should be considered where other renewables are infeasible.	Not Applicable. This is a renewable energy project designed to facilitate the implementation of renewable energy systems.
VI.D.6: Reclaimed water should be used for as much non-potable water uses as feasible and practical.	Not Applicable. Recycled water is not available at this location at this time.
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. There would be no employees at this facility.
VI.D.8: Street side building faces should encourage walking.	Not Applicable. The buildings would be set behind a fence to protect the facilities. The landscaping along the property frontage includes a sidewalk (outside of the fenced area) around three sides of the property.
VI.D.9: Secure bicycle parking facilities should be provided for at least 10 percent of expected peak hour trips.	Not Applicable. No parking spaces are required/provided since there would be no employees.

**CITY OF PITTSBURG
MITIGATED NEGATIVE DECLARATION**

Diablo Energy Storage, AP-17-1270 (RZ, UP, DR)

Adopted by the Pittsburg City Council on: _____

Notice is hereby given that the City of Pittsburg finds that no significant effect on the environment, as prescribed by the California Environmental Quality Act of 1970 (CEQA), as amended, will occur for the following proposed project:

Project Proponent: Kevin Johnson, Diablo Energy Storage LLC, 5000 Hopyard Road, Suite #480, Pleasanton, CA 94588

Project Description: This is a request for approval of: 1) an amendment to the existing 'Empire Business Park Overlay' zoning district (Ordinance Nos. 07-1284 and 04-1214; 2) a use permit; and 3) design review of plans to establish a battery storage project on a currently vacant site. The purpose of the proposed development is to reliably receive, store and discharge electric energy from the California Independent System Operator-controlled electric grid, including renewable energy produced by existing solar and wind resources in the region. The project would consist of up to three buildings (each 60,000 square feet) constructed on a graded and vacant approximately 12 acre site, representing a portion of the property designated as the 35 acre Empire Business park. The buildings would house advanced energy storage equipment including inverters, transformers and a small onsite electric substation. The facility would be connected via a new electric tie-in line to the existing Pacific Gas & Electric Company (PG&E) Pittsburg Substation located approximately 0.6 mile north of the site. Three alternative routes are under consideration for the tie-in line to the PG&E Substation. The facility would be unoccupied and is designed for full remote operation.

Project Location: 701 Willow Pass Road, Pittsburg, CA. 94565 (Assessor's Parcel No. 085-280-010)

Finding: The project described above will not have a significant effect on the environment for the reasons stated below.

Statement of Reasons to Support the Finding:

Potentially Significant Impacts: The Initial Study prepared for the project identified potentially significant impacts if the West Tie-in alignment is selected in the following categories: Biological Resources, and Tribal Cultural Resources. However, no significant effects upon the environment would occur as a result of this project because mitigation measures identified in the Initial Study would be incorporated as conditions of approval of the project, if approved, in order to reduce the potentially significant impacts of the project to a less than significant level.

Other: All other impacts in the categories of Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, and Land Use/Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Transportation/Traffic, Utilities/Service Systems, and Mandatory Findings of Significance were found to be less than significant. Based on the Initial Study, the Planning Manager has determined that preparation of a Mitigated Negative Declaration is appropriate for the project described above.

Attachments: Initial Study



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

NOTICE OF INTENT TO CONSIDER ADOPTION OF A MITIGATED NEGATIVE DECLARATION

County Clerk Please Stamp Here

Project Name: **Diablo Energy Storage**
Application No(s): **AP-17-1270 (UP, DR, RZ, DA)**
Date: **February 9, 2018**

Notice is hereby given that the City of Pittsburg finds that no significant effect on the environment, as prescribed by the California Environmental Quality Act of 1970 (CEQA), as amended, will occur for the following proposed project:

1. **Project Proponent:** Kevin Johnson, Diablo Energy Storage, LLC., 5000 Hopyard Road, Suite #480, Pleasanton, CA 94588
2. **Project Description:** This is a request for approval of: 1) an amendment to the existing 'Empire Business Park Overlay' zoning district (Ordinance Nos. 07-1284 and 04-1214; 2) a use permit; and 3) design review of plans to establish a battery storage project on a currently vacant site. The purpose of the proposed development is to reliably receive, store and discharge electric energy from the California Independent System Operator-controlled electric grid, including renewable energy produced by existing solar and wind resources in the region. The project would consist of up to three buildings (each 60,000 square feet) constructed on a graded and vacant approximately 12 acre site, representing a portion of the property designated as the 35 acre Empire Business park. The buildings would house advanced energy storage equipment including inverters, transformers and a small onsite electric substation. The facility would be connected via a new electric tie-in line to the existing Pacific Gas & Electric Company (PG&E) Pittsburg Substation located approximately 0.6 mile north of the site. Three alternative routes are under consideration for the tie-in line to the PG&E Substation. The facility would be unoccupied and is designed for full remote operation.
3. **Project Location:** 701 Willow Pass Road, Pittsburg, CA. 94565 (Assessor's Parcel No. 085-280-010)
4. **Findings:** The Initial Study prepared for the project identified potentially significant impacts if the West Tie-in alignment is selected in the following categories: Biological Resources, and Tribal Cultural Resources. Mitigation measures have been identified to reduce each of the potentially significant impacts to a less-than-significant level.

- a. All other impacts in the categories of Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, and Land Use/Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Transportation/Traffic, Utilities/Service Systems, and Mandatory Findings of Significance were found to be less than significant. Based on the Initial Study, the Planning Manager has determined that preparation of a Mitigated Negative Declaration is appropriate for the project described above.
5. The 35-acre parcel on which the Site occurs is included in the Regional Water Quality Control Board's (RWQCB's) GeoTracker online data base (Case No. T0601300095) and the Department of Toxic Substance Control (DTSC) Envirostor online database (Case No. 07260001), which both stem from Government Code Section 65962.5. The Geotracker shows that the RWQCB case being closed in October 1997. The Environstor case is open.
6. Initial Study: The Initial Study, proposed Mitigated Negative Declaration, and project plans may be reviewed during normal business hours at the City of Pittsburg Planning Division, located at 65 Civic Avenue, Pittsburg, CA 94565, or on the City's website via the Environmental Review page at <http://www.ci.pittsburg.ca.us/index.aspx?page=217>. As noted in the Initial Study, background or reference materials related to the Initial Study can be reviewed upon request to the City of Pittsburg Planning Division.
7. Public Review: The 30-day public review and comment period for this environmental determination will begin on Friday, February 9, 2018. Anyone who wishes to comment on the findings of this environmental analysis must submit these comments in writing to Joan Lamphier, Consulting Planner for the City of Pittsburg at the address noted above, by email to JLamphier@ci.pittsburg.ca.us, or by fax to (925) 252-4814. **Comments must be received by 5:00 p.m. on Monday, March 12, 2018.**
8. Notice of Intent to Adopt a Mitigated Negative Declaration: Notice is hereby given that the Pittsburg Planning Commission is tentatively scheduled to consider this proposed Mitigated Negative Declaration at a public hearing scheduled for March 27, 2018, at 7:00 p.m., in the third floor Council Chamber at 65 Civic Avenue in Pittsburg.
 - a. This proposed Mitigated Negative Declaration does not signify approval or disapproval of this project by City decision-making bodies. The Planning Commission will consider the proposed Mitigated Negative Declaration together with any comments received during the public review process to determine whether the project will have a significant impact on the environment.



Kristin Pollot, AICP
Planning Manager

California Environmental Quality Act Initial Study Diablo Energy Storage Project

February 2018



Prepared For:
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Prepared By:

17911 Von Karman Avenue, Suite 400
Irvine, CA 92614

California Environmental Quality Act Initial Study Diablo Energy Storage Project

February 2018



Prepared For:
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

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Irvine, CA 92614

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
1.0 INTRODUCTION	1
1.1 Project Overview.....	1
1.2 California Environmental Quality Act	1
1.3 Environmental Review	2
2.0 PROJECT DESCRIPTION.....	3
2.1 Purpose.....	3
2.2 Project Design.....	10
2.3 Construction	13
2.4 Operations	13
2.5 Schedule	14
3.0 CEQA INITIAL STUDY CHECKLIST	15
3.1 Environmental Factors Potentially Affected	17
3.2 Determination.....	17
3.3 Evaluation of Impacts.....	18
I. AESTHETICS.....	18
II. AGRICULTURE AND FOREST RESOURCES	19
III. AIR QUALITY	21
IV. BIOLOGICAL RESOURCES	24
V. CULTURAL RESOURCES.....	32
VI. GEOLOGY AND SOILS.....	35
VII. GREENHOUSE GAS EMISSIONS.....	39
VIII. HAZARDS AND HAZARDOUS MATERIALS	39
IX. HYDROLOGY AND WATER QUALITY.....	44
X. LAND USE AND PLANNING	48
XI. MINERAL RESOURCES	51
XII. NOISE.....	52
XIII. POPULATION AND HOUSING	54
XIV. PUBLIC SERVICES	55
XV. RECREATION.....	56
XVI. TRANSPORTATION/TRAFFIC.....	57
XVII. TRIBAL CULTURAL RESOURCES	59
XVIII. UTILITIES AND SERVICE SYSTEMS	61
XIX. MANDATORY FINDINGS OF SIGNIFICANCE	63
3.4 List of Preparers	67
3.5 References/Sources Cited	67

FIGURES

Figure 1: Site Location	4
Figure 2: Tentative Parcel Map	5
Figure 3: Site Photographs.....	6
Figure 4: Example Tie-Line Structures.....	11
Figure 5: Tie-Line Alternatives	12

APPENDICES

Appendix A	Detailed Project Description
Appendix B	CalEEMod Input and Output Summary
Appendix C	Sensitive Species Occurrences within Three Miles
Appendix D	Noise Technical Report
Appendix E	NAHC Correspondence

List of Acronyms and Abbreviations

Acronym	Name
ABAG	Association of Bay Area Governments
AC	Alternating Current
Applicant	Diablo Energy Storage, LLC
BAAQMD	Bay Area Air Quality Management District
BC	Business Commercial
BCC	USFWS Bird of Conservation Concern
BMPs	Best Management Practices
CaA	Capay Clay
CalEEMod	California Emission Estimator Model
CAISO	California Independent System Operator
CASQA	California Stormwater Quality Association
Cc	Clear Lake Clay
CCCFPD	Contra Costa County Fire Protection District
CEQA	California Environmental Quality Act
CDFW	California Department of Fish and Wildlife
CHRIS	California Historical Resources Information System
CNDDDB	California Natural Diversity Data Base
CO ₂	Carbon Dioxide
CWA	Clean Water Act
dB	Decibel
DC	Direct Current
DOT	Department of Transportation
DTSC	Department of Toxic Substances Control
ESA	Endangered Species Act
FE	Federal Endangered
FEMA	Federal Emergency Management Agency
FT	Federal Threatened
FC	Candidate for Federal Listing
GhG	Greenhouse Gas
GQ	Governmental and Quasipublic
HCP/NCCP	Habitat Conservation Plan/Natural Community Conservation Plan
HVAC	Heating, Ventilation and Air Conditioning
IG	General Industrial
IPaC	Information for Planning and Consultation (USFWS website)
IP-O	Industrial Park-Limited Overlay
Ja	Joice muck
kV	Kilovolts
LUC	land use covenant
mg/L	Milligrams per liter
MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
NAVD 88	North American Vertical Datum of 1988
NO _x	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
Ob	Omni silty Clay
PG&E	Pacific Gas & Electric Company
PM	Particulate Matter
POI	point of interconnection
QSP	Qualified SWPPP Practitioner

ROGs	Reactive Organic Gasses
RWQCB	Regional Water Quality Control Board
SE	State Endangered
SFP	State-Fully Protected
So	Sycamore silty clay loam
SR	State Route
SSC	Species of Special Concern
ST	State Threatened
SWPPP	Storm Water Pollution Prevention Plan
TCE	trichlorethylene
VHHSZ	Very High Fire Hazard Severity Zone
WL	Watch List Species
Zone AE	100-year flood zone

1.0 INTRODUCTION

1.1 Project Overview

Diablo Energy Storage, LLC (Applicant) has submitted to the City of Pittsburg (City) a request for approvals necessary for development of an approximately 12-acre project site (Site) within an approximately 35 acre parcel (APN 085-280-010) located at 701 Willow Pass Road, Pittsburg, California. One hundred percent of the Site has previously been graded and is currently occupied by paved access routes, maintained bare soil, and non-native grassland. The site is within the Empire Business Park Overlay District and would be leased by the Applicant.

The Applicant proposes to construct one to three single story buildings and associated electrical equipment onsite. The buildings would house advanced energy storage technology (e.g., lithium ion batteries) which, together with related control equipment including inverters, transformers, and a small onsite electric substation, would be connected via a new electric tie-line to the existing Pacific Gas & Electric Company (PG&E) Pittsburg substation located approximately 0.6 mile north of the Site. The facility would be unoccupied and is designed for full remote operation.

The Site is within the East Contra Costa Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) area. Two alternate routes being considered for a tie-line to the PG&E Pittsburg substation are also within the HCP/NCCP area and a third alternate route being considered extends out of the HCP/NCCP area.

The parcel is designated Business Commercial (BC) in the General Plan and zoned Industrial Park-Limited Overlay (IP-O). Approvals from the City that would be necessary for the proposed development include: a zoning text amendment to amend the IP-O (Industrial Park With a Limited Overlay, Ord. No. 07-1284) District, or the “empire business park overlay district”, such that a “major utility” would be permitted with a use permit. In addition to the zoning text amendment, Diablo Energy Storage, LLC is applying for a conditional use permit, design review and development agreement. A minor subdivision (lot line adjustment or parcel map waiver), or filing of a final map following a current tentative parcel map may also be pursued that would divide the Site from the existing 35 acre parcel.

1.2 California Environmental Quality Act

The Diablo Energy Storage project approvals being considered constitute a “project” as defined by the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the “CEQA Guidelines” (California Code of Regulations, Title 14, Section 15000 et seq), and is thereby subject to the requirements of CEQA. For purposes of CEQA, the term “project” refers to the whole of an action which has the potential to result in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378). As the principal public agency responsible for approval the Diablo Energy Storage project, the City is the “lead agency” overseeing and administering the CEQA environmental review process.

As set forth in various provisions of the CEQA Statute (e.g., Section 21080), before deciding whether to approve a project, public agencies must consider the potential significant environmental impacts of the project and must identify feasible measures to minimize these impacts. Pursuant to CEQA Guideline Section 15064, if any aspect of the proposed project,

either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, an Environmental Impact Report (EIR) must be prepared.

This Initial Study is a factual document, prepared in conformance with CEQA, and written for the purpose of making the public and decision-makers aware of the potential environmental consequences of the project. For any project impact that is considered potentially “significant,” the Initial Study identifies mitigation measures, where feasible, to reduce or avoid the significant effect. Before any action can be taken to approve the Diablo Energy Storage Project, the City must certify that it has reviewed and considered the information in the Initial Study/Proposed Negative Declaration and that this document has been completed in conformity with the requirements of CEQA. Approval of a Negative Declaration does not approve or deny the proposed project.

1.3 Environmental Review

Consistent with CEQA, this Initial Study is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental consequences of the proposed project and to recommend mitigation measures and/or standard conditions of approval to lessen or eliminate adverse impacts.

This Initial Study/Proposed Negative Declaration is available for public review for thirty days, during which time written comments on the Initial Study may be submitted to:

Kristin Pollot, AICP
Planning Manager
City of Pittsburg
Planning Division
65 Civic Avenue
Pittsburg, CA 94565
kpollot@ci.pittsburg.ca.us

2.0 PROJECT DESCRIPTION

The Site location is shown in Figure 1. The Site constitutes Parcel B of the existing Tentative Parcel Map for APN 085-280-010 as shown in Figure 2. The Site has previously been graded and is mostly covered with several feet of fill dirt. Figure 3 provides representative photographs of the Site and surroundings.

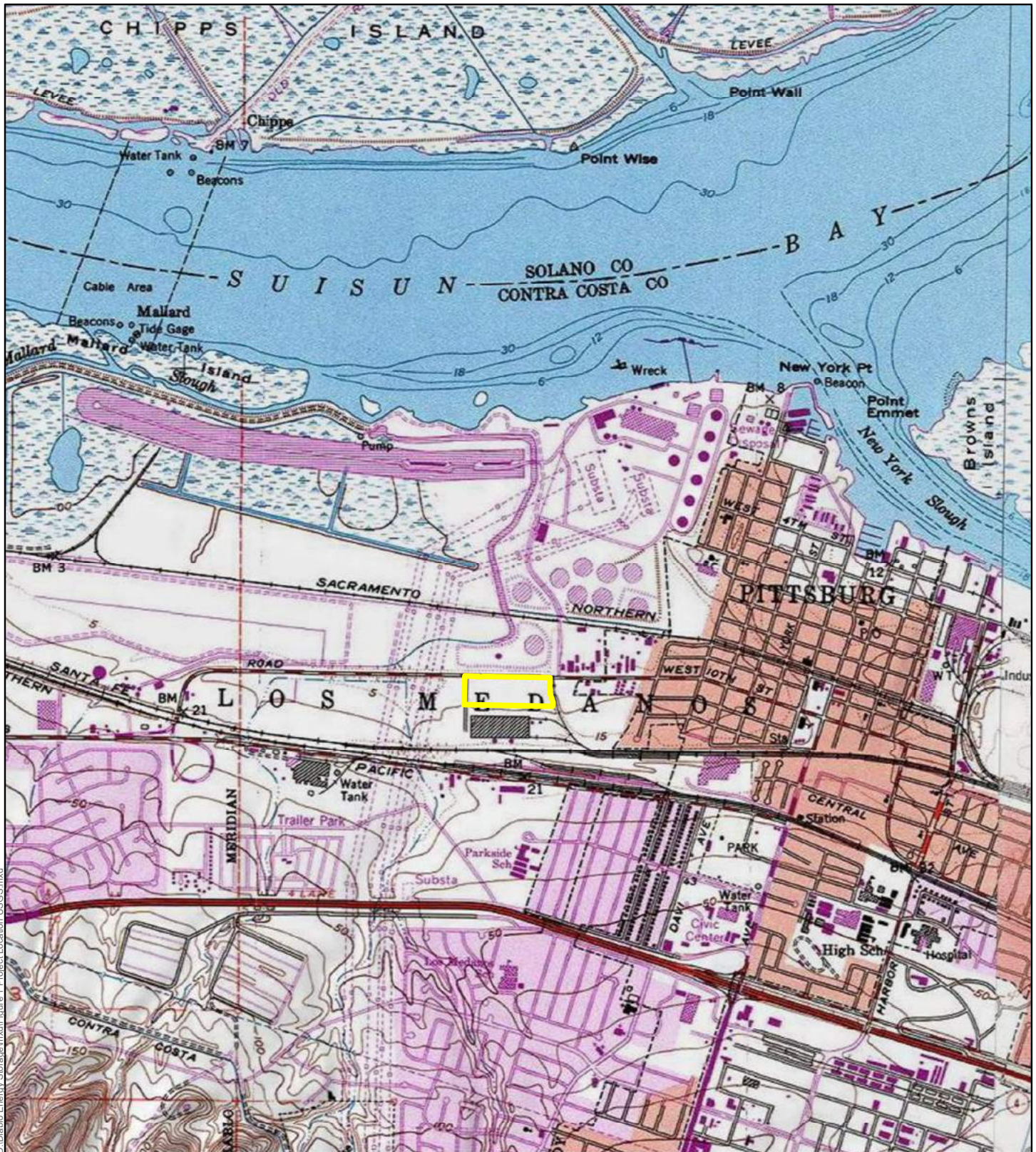
The facility would not generate electricity. Rather, it would provide a service by receiving energy (charging) from the point of interconnection (POI) with the PG&E electric transmission system, storing energy, and then later delivering energy (discharging) back to the POI. Following construction, the proposed use would not create emissions to air, would not require sanitary facilities, and would not require water except to maintain water efficient landscape to meet City requirements.

2.1 Purpose

The purpose of the proposed development is to reliably and economically receive, store and discharge electric energy from the California Independent System Operator (CAISO)-controlled electric grid, including renewable energy produced by existing solar and wind resources in the region. The project would interconnect to the CAISO-controlled grid at the nearby PG&E's Pittsburg Substation. Construction of the project would:

- Provide a new economic and reliable means of capturing and managing renewable energy;
- Provide economic benefit to the City of Pittsburg, Contra Costa County, the region, and the State, through construction jobs, property and sales taxes, and increased energy efficiency and reliability;
- Help stabilize the electric grid and increase the effectiveness of both conventional and renewable energy generation projects;
- Support the achievement of local, state and federal renewable energy goals; and
- Support State goals for energy storage.

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Legend

Project Site

Figure 1: Site Location
Diablo Energy Storage, LLC

Figure 2

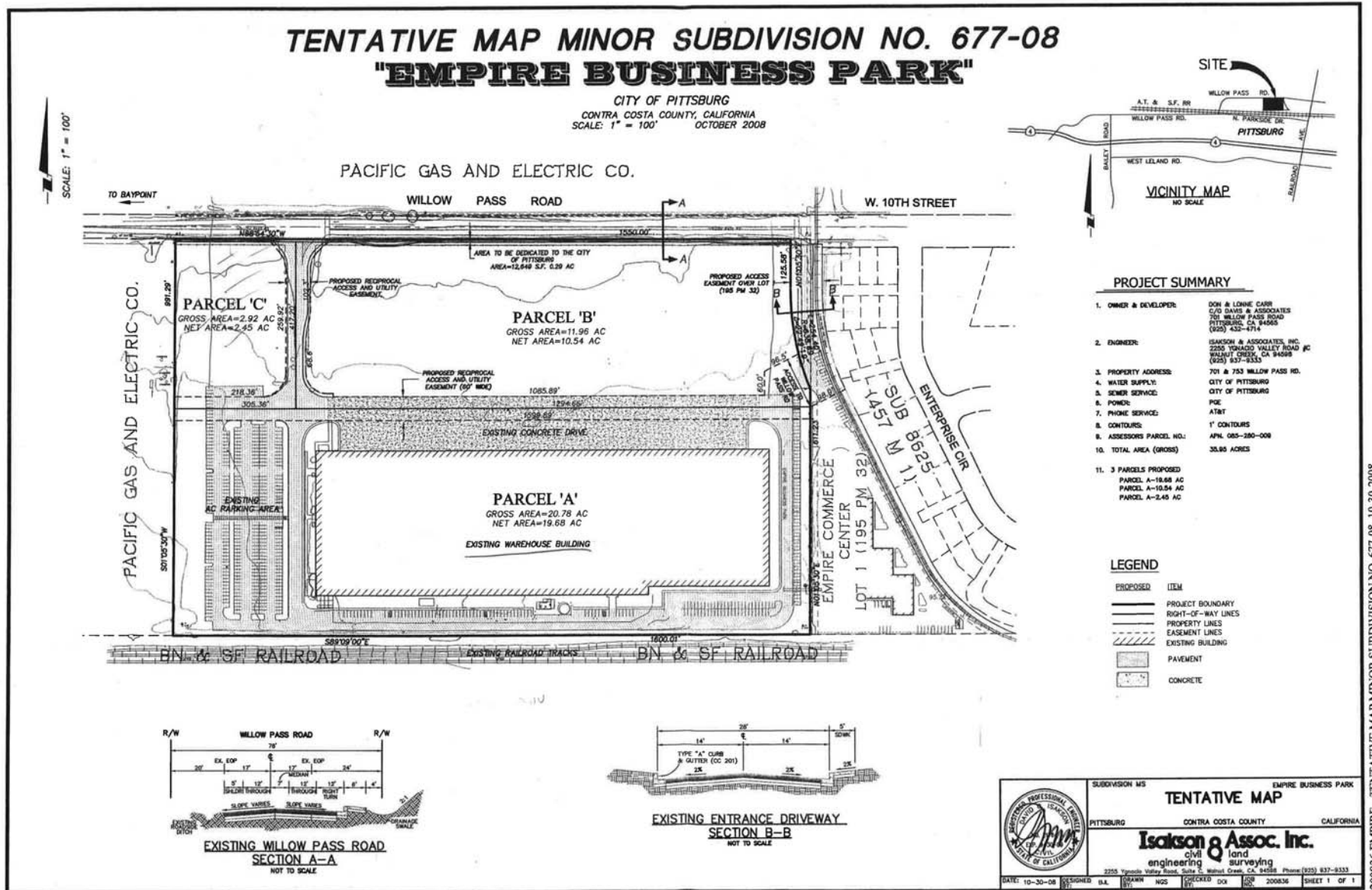


Figure 3: Site Photographs



1) Looking east from west end of the Site.

2) Looking north along the driveway east of the Site. Existing trees shield views from closest houses.





3) Looking east on the northern end of the Site.

4) Looking west from the east side of the Site.





- 5) Looking south along the driveway landscape just offsite, on the west side of existing driveway to be used for project access. West boundary of the site is generally along the driveway centerline. The onsite non-native grassland visible on the left side of the driveway would be developed with landscape to generally mirror that shown in the photo for aesthetics.
- 6) Looking north along the existing driveway to be used for project access. West boundary of the site is generally along the driveway centerline. The onsite non-native grassland visible on the right side of the driveway would be developed with landscape to generally mirror that shown on the left side of the driveway. Either the tie-line Middle or East Alignment routes, if used, would cut through the existing Tank farm visible in right-background.





- 7) Looking east down Willow Pass Road along the site frontage. Existing 12kV distribution lines occur adjacent to Willow Pass Road. Existing site fencing is visible at right. Project would install landscaping including trees and groundcover along the site frontage in place of non-native grass.
- 8) Looking west down willow pass road from west side of the site. The existing PG&E high voltage corridor is visible in the background. The tie-line West Alignment, if used, would extend along Willow Pass Road and beneath the existing transmission lines before turning north to parallel the existing lines to the PG&E Pittsburg Substation.



2.2 Project Design

The Project would develop up to three single-story 60,000 square foot industrial-type buildings for a total of 180,000 square feet of development. Battery systems would be housed inside buildings designed for aesthetic compatibility with the surrounding area. The buildings would have battery storage racks separated by aisles, with relay and communications systems for automated monitoring and managing of the batteries to ensure design performance and system life. Batteries operate with direct current (DC) electricity that must be converted to alternating current (AC) for compatibility with the existing electric grid. Power inverters to convert between AC and DC would be located outside the buildings along with transformers that would step up the voltage. A small onsite substation (Figure 5) with switchgear and an additional transformer would further step-up the voltage to the 230 Kilovolts (kV) needed for compatibility with the voltage of the point of interconnection to the electric grid.

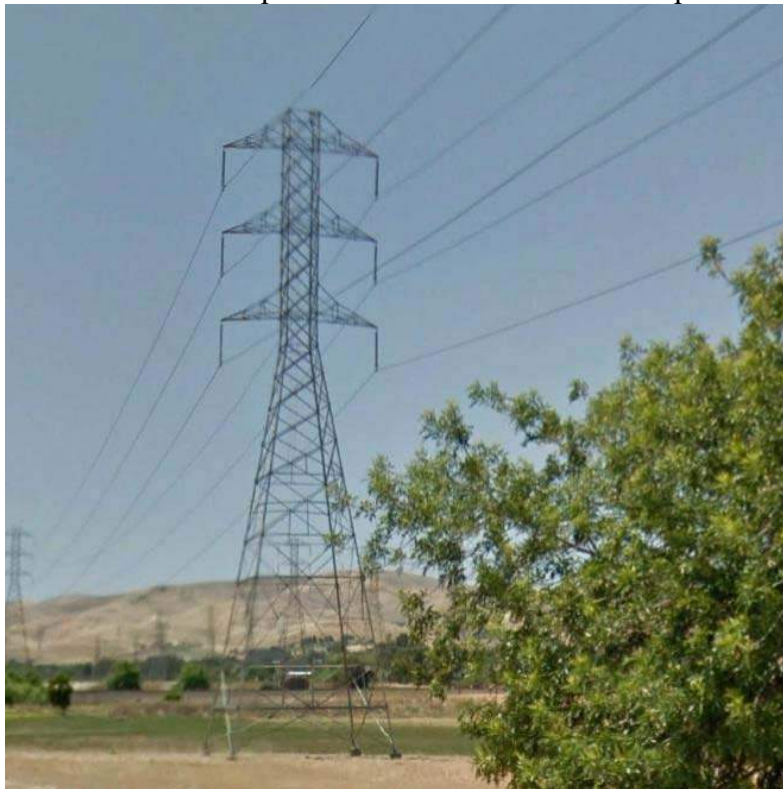
The substation area would be fenced in accordance with high voltage electric code requirements and would include an approximately 24-foot wide x 50-foot high H-frame structure with switches, lightning arrestors and metering equipment. The onsite substation would be connected to the existing PG&E Pittsburg Substation to the north via an overhead 230 kV electric tie-line. A photograph example of poles that would be used to support the 230 kV tie-line are shown in Figure 4, along with photograph example for lattice tower structures that may be needed for a portion of one alignment. The area between the Site and the Pittsburg Substation is extensively developed with industrial and utility infrastructure that prevents a direct tie-line route and limits feasible routes. The Applicant is requesting approval to use any of the following three alignments shown in Figure 5, designed following tight geometric and space constraints through existing infrastructure areas:

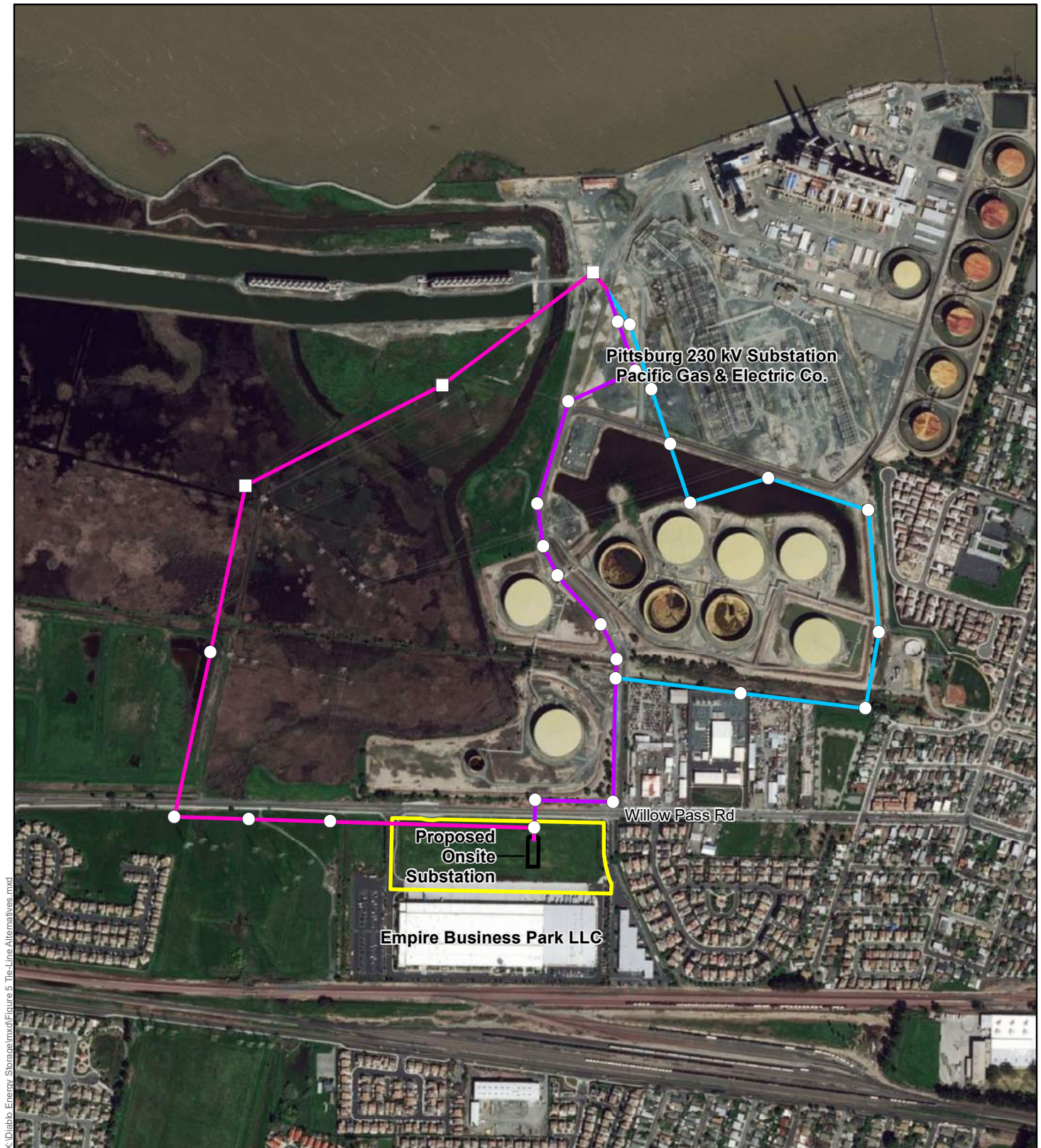
- The **West Alignment** would leave the Site westbound on the south side of Willow Pass Road and extend under an existing PG&E high voltage transmission corridor just west of the Site, and then turn north to follow the existing transmission corridor to the Pittsburg substation. This alignment is approximately 6,700 feet long and would require approximately eight support structures. Three of these structure locations may require lattice towers (Figures 4 and 5) where the alignment is alongside the existing PG&E high voltage corridor. The remaining structures would be approximately 77-95 foot high poles similar to the example pole in Figure 4. This alignment is located mostly on highly disturbed land, except for structures near the north end located in habitat that could be wetlands requiring permits from other jurisdictional agencies.
- The **Middle Alignment** heads north from the Site through an existing oil tank farm. This alignment is approximately 3,800 feet long and would require approximately twelve 77-95 foot high support poles located entirely on highly disturbed land.
- The **East Alignment** is the same as the Middle Alignment near the Site but extends around the east side of the existing oil tank farm. The length of this route is approximately 5,800 feet and would require approximately sixteen 77-95 foot high support poles, entirely located on highly disturbed land.

Figure 4: Example Tie-Line Structures



- 1) This 230 kV pole line is an example of what the project's approximately 77- to 95-foot high tie-line pole structures could look like.
- 2) If the West Alignment is used, approximately three lattice tower structures similar to that shown here could be required where the tie-line crosses possible wetlands.



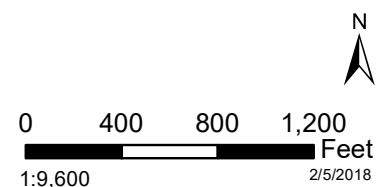


X:\Diablo Energy Storage\mxd\Figure 5 Tie-Line Alternatives.mxd

Legend

- Tie-Line Structure (Pole)
- Tie-Line Structure (Pole or Tower)
- West Alignment
- Middle Alignment
- East Alignment
- Project Site
- Proposed Onsite Substation

Figure 5: Tie-Line Alternatives
Diablo Energy Storage, LLC



2.3 Construction

Construction and equipment installation is expected to take 6 to 12 months including the buildings, outdoor electrical equipment, and site preparation including stormwater controls and landscaping. Construction staging would occur onsite. Construction may be phased in response to market demands. Final grading and building plans would be subject to approval by the City Engineering Division.

It is estimated that Site grading and preparation would require the following equipment:

TYPE	QUANTITY
Bulldozer (e.g., CAT D7)	1
Grader (e.g., CAT D7)	1
Scraper (15-30 CY)	2
Water Truck (3,000- 5,000 gal)	1
Self-Propelled Compactor	1
Dump Truck	1
Tractor/Loader/Backhoe (e.g., Case 590)	1
Bobcat	1

Sanitary facilities during construction would be provided by portable self-contained units maintained by a licensed contractor.

Project construction would implement the following measures to control dust emissions during construction in accordance with Bay Area Air Quality Management District guidance:

- Water or another non-toxic dust palliative would be used during construction to control dust.
- Exposed soil areas would be watered two times per day when needed to control dust emissions;
- Haul trucks transporting soil, sand or other loose material offsite would be covered;
- Best Management Practices (BMPs) would be implemented to minimize track-out onto adjacent public streets;
- A 15 mile per hour speed limit would be used for roadways until stabilized with gravel or other treatment to minimize dust; and
- Disturbed surfaces would be stabilized as soon as practical.

Construction is expected to generate up to an estimated 75 construction jobs during peak construction periods. Deliveries of equipment and materials would generate an estimated 5 round trips per day during peak construction periods that would occur throughout the day.

2.4 Operations

The facility would operate year-round and would be available to receive or deliver energy 24 hours a day, 365 days a year. The Site would be secured with chain link fencing and equipped with security

cameras, alarms and other security and operational monitoring systems. Landscaping would include water-efficient trees, shrubs and groundcover that would provide aesthetics for views from Willow Pass Road. Existing trees and landscaping along the driveway east of the Site (See Figure 3) would provide visual screening between the project and residences to the east. At the west edge of the site, proposed landscaping along the edge of the existing driveway would include trees and ground cover to mirror the existing landscaping on the opposite (offsite) edge of the driveway. The electrical equipment, heating, ventilation, air conditioning, fire protection systems, and security would be automated and monitored remotely. The Site would be unoccupied but visited periodically through the year for equipment inspections, monitoring and testing, and maintenance as needed. Periodically, batteries and various components would be replaced or renewed to ensure optimal operation.

Storm water treatment in accordance with City requirements would be provided by gravel yard surfacing and bioretention swales as shown in the Preliminary Design Drawings. Outdoor equipment would be sealed or enclosed and would not affect storm water quality.

Outdoor electrical equipment, cooling fans, and HVAC systems would generate low levels of noise during routine operations. The closest sensitive noise receptors are residences located east of the Site. The project is designed with a building at the eastern side that would block electrical equipment noise to these residential receptors. The facility would be designed comply with the noise standards at Section 12 of the General Plan.

At the end of battery life, battery modules would be removed from the battery racks and returned to the manufacturer or their approved recycling partner(s) for dismantling, material processing and recovery. Other waste from Site maintenance would be removed from the Site as part of maintenance work and managed in accordance with applicable regulations. Oil filled equipment is operated closed and sealed.

2.5 Schedule

Construction would be scheduled to begin after receipt of requisite permits and is expected to take approximately 6 -12 months. The full project could be constructed initially or portions of the site could be constructed in phases. The building space at the east end of the Site would be built first to block noise to residences. The Preliminary Site Plans in the detailed project description in Appendix A provide a conceptual phasing plan.

3.0 CEQA INITIAL STUDY CHECKLIST

1. **Project title:** Diablo Energy Storage, LLC
2. **Contact person and phone number:**
Kristin Pollot
Planning Manager
City of Pittsburg
(925) 252-4941
kpollot@ci.pittsburg.ca.us
3. **Project location:** 701 Willow Pass Road, Pittsburg, CA 94565
4. **Project sponsor's name and address:**
Diablo Energy Storage, LLC
c/o Kevin R. Johnson
5000 Hopyard Road, Suite 480
Pleasanton, CA 94588
5. **General plan designation:**
Business/Commercial
6. **Zoning:** Industrial Park-Limited Overlay
(IP-O) ("Empire Business Park Overlay
District" Ord. No. 07-1284)
7. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**
A comprehensive Project Description including maps and Preliminary Site Plans is attached to this initial Study as Appendix A.
8. **Surrounding land uses and setting (briefly describe the project's surroundings):**
Willow Pass Road is adjacent to the north of the Site and lands north of Willow Pass Road are industrial. The adjacent land to the south of the Project Site is developed as an approximately 400,000 square foot commercial warehouse-style structure and associated parking and truck loading docks. Adjacent lands to the east of the Site consist of a paved commercial entrance road between the Project Site and a residential housing tract. Adjacent lands to the west of the Site are comprised of a paved entrance to the commercial development to the south, a graded but undeveloped area, and a high voltage electric transmission line corridor.

If the Middle or East Alignment of the tie-line were to be constructed, adjacent lands are industrial except that an approximately 1,200 foot long segment of the East tie-line that has adjacent uses including residential and recreational at distances of approximately 100 to 300 feet. If the West Alignment is used for the tie-line, it would be located within and adjacent to an existing high voltage transmission corridor that traverses open space.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**
The proposed Project would be required to obtain coverage under the State General NPDES Permit for discharges of stormwater from construction projects. This permit is administered by the Regional Water Quality Control Board and is in place for use by applicants upon filing of a satisfactory Permit Registration Documents.

If the West Alignment is used for the tie-line, impacts to wetlands may occur that would require

a Fish and Game Code Section 1600 permit from California Department of Fish and Wildlife. In addition, if the West Alignment impacts federally jurisdictional wetlands, then a Clean Water Act (CWA) Section 404 Permit (Nationwide Permit No. 12 for Utilities) would be needed from U.S. Army Corps of Engineers as well as a CWA Section 401 Water Quality Certification from the Regional Water Quality Control Board.

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project. Check marks are indicated by the following symbol: ☒

- | | | |
|--|---|--|
| ☒ Aesthetics | ☐ Agriculture and Forest Resources | ☒ Air Quality |
| ☒ Biological Resources | ☒ Cultural Resources | ☒ Geology/Soils |
| ☒ Greenhouse Gas Emissions | ☒ Hazards and Hazardous Materials | ☒ Hydrology and Water Quality |
| ☒ Land Use/Planning | ☐ Mineral Resources | ☒ Noise |
| ☐ Population/Housing | ☒ Public Services | ☐ Recreation |
| ☒ Transportation/Traffic | ☒ Utilities/Service Systems | ☒ Mandatory Findings of Significance |

3.2 Determination

(To be completed by the Lead Agency) On the basis of this initial evaluation:

- ☐ 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 project proponent. 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" impact 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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared By: Joan Lamphier, Project Planner
Reviewed By: Kristin Pollot, Planning Manager

Signature

Date

3.3 Evaluation of Impacts

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
No Impact: The proposed Project is not located within any scenic vista or scenic resources area designated in the City or County General Plans. Furthermore, neither the proposed Site facilities nor the electric line would be visible from any State- or County-designated Scenic Highway or Scenic Route. Existing uses surrounding the proposed Project include industrial and commercial developments to the north and south, a high voltage electric transmission line corridor to the west, and residential development to the east. Considering these factors, the Project would not impact any scenic vista.				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
No Impact: No designated or eligible State scenic highways occur in the vicinity. The nearest State scenic highway is State Route (SR) -24, located approximately 24 miles south of the proposed Project location. The Project area is not visible from SR 24. Therefore, the Project would not affect scenic resources within a State scenic highway corridor. The Site is relatively flat and has been previously graded. There are no rock outcroppings, historic buildings, scenic tree stands or other scenic resources on the Site or electric line route. Considering these factors, there would be no impact to scenic resources.				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
Less than Significant Impact: The Site is relatively flat and has been previously graded. Existing uses surrounding the proposed Project include industrial and commercial developments to the north and south, a high voltage electric transmission line corridor to the west, and residential development to the east. Considering these factors, the Project would not impact any scenic vista. The proposed Project features would not be out of scale or out of character with surrounding uses. An existing driveway bordering the east side of the Site is landscaped with non-native trees that would provide visual screening between the Site and the residential development to the east (refer to Figure 2 in the Project Description). Considering these factors, the proposed Project would not degrade the existing visual character or quality of the site and its surroundings. Therefore, the impact would be less than significant. Landscaping that would be completed consistent with City standards in conjunction with the Project would enhance existing visual characteristics of the Site.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
Less than Significant Impact: The Project would normally be unoccupied and the design does include new permanent night lighting. Motion-activated lighting may be used where needed for safety or security such as at access gates and doorways to buildings. If used, lighting would be directed downward and shielded to minimize visibility from offsite. As shown in the architectural renderings in Preliminary Site Plans, buildings would be single-story warehouse-type architecture that would not be a substantial source of glare. The electric tie-line would not have night lighting or large planar surfaces that could be a source of glare. Considering these factors, the Project would not create a new source of substantial light or glare that could affect day or nighttime views. Therefore, the impact would be less than significant.				
II. AGRICULTURE AND FOREST RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
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-	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
agricultural use?				
No Impact: No farmlands occur in the vicinity of the proposed Project so no farmlands would be affected by the Project.				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
No Impact: No lands zoned for agriculture occur in the vicinity of the proposed Project so no lands zoned for agriculture or under a Williamson Act contract would be affected by the Project.				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
No Impact: No lands zoned forest land, timberland or timberland production occur in the vicinity of the proposed Project so no lands zoned forest land, timberland or timberland production would be affected by the Project.				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
No Impact: No forest lands occur in the vicinity of the proposed Project so no forest lands would be affected by the Project.				
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?	☐	☐	☐	☒
No Impact: The proposed Project comprises infill development in an urbanized area. The site has been previously graded. Access is via the existing paved Willow Pass Road. There are no farmlands or forest lands in the vicinity of the proposed Project that could be affected. The proposed Project does not include any action that would result in rezoning or conversion of agricultural or forest land. Therefore, there would be no impact.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

Less than Significant Impact: The proposed Project would be located within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The Project would not conflict with or obstruct implementation of any applicable air quality plan. The Project would not add dwelling units or structures that would generate operational emissions, or add full-time employees that would commute to and from the Projects on a daily basis. The Site would be unoccupied but visited periodically through the year for equipment inspections, monitoring and testing, and maintenance as needed. Operations would not result in emissions to air other than exhaust emissions from vehicle use for these periodic visits. These emissions would be minor considering the small and infrequent level of activity. Therefore, operations emissions would be less than significant.

Project construction would result in dust and fuel-burning emissions. The BAAQMD significance thresholds for construction activities are provided in the following table along with maximum daily Project construction emissions as estimated by CalEEMod (Appendix B).

Criteria Pollutant	Average Daily Threshold (pounds)	Project Emissions (max pounds/day)	Significant?
Oxides of Nitrogen (NOx)	54	45.9	No
Reactive Organic Gasses (ROGs)	54	5.4	No
Exhaust Particulate Matter (PM10)	82	2.3	No
Exhaust Particulate Matter (PM2.5)	54	2.1	No

Source: BAAQMD CEQA Air Quality Guidelines, Updated May 2017.

The design for Project construction includes applying water to disturbed surfaces as needed to control dust (see Section 3.4 in Appendix A), and this control measure is reflected in the CalEEMod results in the table above. Consistent with BAAQMD guidelines (BAAQMD, 2012), unstabilized surfaces would be watered two times per day if needed. A nontoxic dust palliative may also be used. Furthermore, pursuant to the City Grading Ordinance (Section 15.88.060) during grading, all graded surfaces and materials are required to be wetted, protected or otherwise contained in such a manner as to prevent any nuisance from dust or spillage upon adjoining streets, and equipment and material on the site must be used in such a manner as to avoid excessive dust. Additional measures that would be implemented during construction to conform with grading ordinance requirements for dust control include: stabilizing disturbed surfaces as soon as practical; covering haul trucks transporting soil,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact																		
sand or other loose materials offsite; use of BMPs to minimize track-out; and implementing a 15 mile per hour speed limit for unstabilized roadways. Crushed rock would be used to stabilize road surfaces as needed for to meet CCCFPD requirements, and areas that are not graveled or occupied by foundations would be stabilized by re-vegetation, application of a non-toxic soil binder, or other means of stabilization (see Section 3.2 and Preliminary Design Drawings in Appendix A). The design for Project construction includes applying water to disturbed surfaces as needed to control dust. The following requirements as set forth in Title 13 of the California Code of Regulations for diesel-fueled construction equipment would additionally help to ensure that emission levels during construction do not conflict with or obstruct implementation of BAAQMD's air quality plans: - Individual diesel truck idling in excess of five consecutive minutes would be prohibited consistent with Title 13 of the California Code of Regulations §2485. - Diesel-power construction equipment would use low-sulfur diesel fuel pursuant to requirements of Title 13 of the California Code of Regulations §2281. Construction emissions are temporary and significance thresholds are based on peak daily emissions. Peak daily emissions for the proposed Project would occur during grading when diesel fuel-burning heavy earthmoving equipment is being used. It is estimated that Site grading and preparation would require the following equipment: <table border="1"> <thead> <tr> <th>TYPE</th> <th>QUANTITY</th> </tr> </thead> <tbody> <tr> <td>Bulldozer (e.g., CAT D7)</td> <td>1</td> </tr> <tr> <td>Grader (e.g., CAT D7)</td> <td>1</td> </tr> <tr> <td>Scraper (15-30 CY)</td> <td>2</td> </tr> <tr> <td>Water Truck (3,000- 5,000 gal)</td> <td>1</td> </tr> <tr> <td>Self-Propelled Compactor</td> <td>1</td> </tr> <tr> <td>Dump Truck</td> <td>1</td> </tr> <tr> <td>Tractor/Loader/Backhoe (e.g., Case 590)</td> <td>1</td> </tr> <tr> <td>Bobcat</td> <td>1</td> </tr> </tbody> </table> The Project site has been previously graded and is nearly flat. Estimated grading quantities are provided on Sheet C-1 in the Preliminary Site Plans. The estimated construction emissions are below significance thresholds. Therefore, it is concluded that construction emissions from the proposed project would be below significance thresholds. A summary of the CalEEMod input and output is provided in Appendix B.					TYPE	QUANTITY	Bulldozer (e.g., CAT D7)	1	Grader (e.g., CAT D7)	1	Scraper (15-30 CY)	2	Water Truck (3,000- 5,000 gal)	1	Self-Propelled Compactor	1	Dump Truck	1	Tractor/Loader/Backhoe (e.g., Case 590)	1	Bobcat	1
TYPE	QUANTITY																					
Bulldozer (e.g., CAT D7)	1																					
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Self-Propelled Compactor	1																					
Dump Truck	1																					
Tractor/Loader/Backhoe (e.g., Case 590)	1																					
Bobcat	1																					
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐																		
Less than Significant Impact: As described in Response IIIa, construction emissions would be temporary and would not exceed construction-related significance thresholds. Further, the Project would not add residential units or be growth-inducing. The Project would not diminish an existing air quality rule or future compliance requirement. As a result, the Project would																						

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>not violate any applicable federal or state air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, the impact would be less than significant.</i>				
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
Less than Significant Impact: BAAQMD is state and/or federal nonattainment for ozone and fine particulate matter (PM-2.5) and state nonattainment for coarse particulate matter (PM-10). Operation of the proposed Project would not generate notable particulate emissions. The particulate emissions from periodic Site visits would be too negligible to result in a cumulative net increase in PM-10 or PM-2.5 concentrations. Construction emissions would not exceed construction-related significance thresholds. These thresholds were designed to establish the level at which the BAAQMD believes emissions could cause significant environmental impacts under CEQA when considered in conjunction with other sources. The proposed Project would not conflict with any air quality plan or regulation. Considering these factors, the proposed Project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant. Therefore, the impact would be less than significant.				
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
Less than Significant Impact: Sensitive receptors are land uses that include members of the population that are particularly sensitive to the effects of air pollution such as children and the elderly and people with illnesses. Examples include residences, hospitals, schools, or convalescent homes. The nearest sensitive receptor is a residential community located east of the Site. The proposed Project would operate without pollutant emissions. Construction emissions would be less than significant as described in Response IIIa above. Considering these factors, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, the impact would be less than significant.				
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
Less than Significant Impact: Project operations would not be a source of odors. Diesel engine emissions during construction may be a potential source of odor, primarily during grading. However, emissions from grading and other construction emissions would be short-term and separation between offsite receptors and diesel fuel burning equipment on the site would result in dissipation of exhaust emissions so that, if odors are detectable offsite, they would not be substantial. Operation of the proposed Project would not be a source of odor emissions. Considering these factors, if odor is detectable offsite, any impact would be less than significant.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
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?	☐	☒	☐	☐
Less than Significant With Mitigation Incorporated: Except for a portion of the tie-line West Alignment, if used, the Project would be located on lands that are 100 percent disturbed and comprised primarily of non-native grassland and urban features that do not provide important habitat for any sensitive species. The Applicant completed a planning survey report to support the Application for coverage under the HCP/NCCP and proposes to comply with the HCP/NCCP for Project features within the HCP/NCCP area including mitigation fees for non-native grassland, and pre-construction surveys for burrowing owl, Swainson's hawk, Golden Eagle and other nesting birds. The portion of the tie-line West Alignment that is outside of the HCP/NCCP area is north of Willow Pass Road (Figure 5) where the ground surface is low and comprised of grassland and wetlands. A search of the CNDDDB and IPaC databases was conducted to evaluate the potential for occurrence of protected species for the West Alignment as well as the grassland and urbanized areas of the Project footprint. Together, the CNDDDB and IPaC databases indicated that 14 special status plant and 24 special status wildlife species have been recorded within a three-mile radius (Appendix C). Based on evaluation of habitat needs and habitats present at or adjacent to Project features, it was determined that none of these species are likely to occur within or adjacent to the Project footprint, except for where the West Alignment is located north of Willow Pass Road. Disturbance along this alignment could include up to 0.38 acre of long-term disturbance and an additional 1.09 acres of short-term (construction) disturbance in possible wetlands, all outside of the HCP/NCCP boundaries. In short term disturbance areas the surface would be stabilized by returning the disturbance to approximate pre-construction conditions. In the low lying portion of the West Alignment, six special status plant species and three special status wildlife species were determined to have at least a moderate potential to occur, as shown in following tables. Pittsburg and surrounding areas are broadly mapped as critical habitat for the Delta smelt. No aspect of the Project is expected to directly or indirectly impact waters providing Delta smelt habitat. Best Management Practices (BMP) measures required during construction under the State General Permit would protect water quality and prevent indirect impacts to this species.				

SPECIAL STATUS PLANT SPECIES WITH MODERATE OR GREATER POTENTIAL FOR OCCURRENCE ON OR ADJACENT TO THE WEST ALIGNMENT

Scientific Name Common Name	Status	Habitat Requirements	Potential for Occurrence
<i>Chloropyron molle</i> ssp. <i>molle</i> Soft salty bird's-beak	Fed: FE CA: SR CNPS/CRPR: 1B.2	Hemiparasitic annual herb. Habitat includes coastal salt marshes and swamps. Blooms June-November. Elevation 0-3 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Cicuta maculata</i> var. <i>bolanderi</i> Bolander's water hemlock	Fed: None CA: None CNPS/CRPR: 2B.1	Perennial herb. Habitat includes marshes and swamps with coastal, fresh, or brackish water. Blooms July-September. Elevation 0-200 meters.	Moderate Potential: The project area may include marsh or wetland habitat of within the typical elevation range of this species.
<i>Lathyrus jepsonii</i> var. <i>jepsonii</i> Delta tule pea	Fed: None CA: None CNPS/CRPR: 1B.2	Perennial herb. Habitat includes marshes and swamps with fresh or brackish water. Blooms May-July (August-September). Elevation 0-5 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Limosella australis</i> Delta mudwort	Fed: None CA: None CNPS/CRPR: 2B.1	Perennial stoloniferous herb. Habitat usually mud banks. Also found in riparian scrub, and marshes and swamps with fresh or brackish waters. Blooms May-August. Elevation 0-3 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Lilaeopsis masonii</i> Mason's lilaeopsis	Fed: None CA: SR CNPS/CRPR: 1B.1	Perennial rhizomatous herb. Habitat is marshes and swamps with fresh or brackish water, and riparian scrub. Blooms April-November. Elevation 0-10 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Symphyotrichum lentum</i> Suisun marsh aster	Fed: None CA: None CNPS/CRPR: 1B.2	Perennial rhizomatous herb. Habitat is marshes and swamps with fresh or brackish water. Blooms (April) May-November. Elevation 0-3 meters.	Moderate Potential: The project area may be within marsh or wetland habitat of within the typical elevation range of this species.
Federal Designations: FE = Federal Endangered FT=Federal Threatened FC=Candidate for Federal Listing BCC = USFWS Bird of Conservation Concern		California Rare Plant Ranks (CRPR): 1A: Presumed extirpated in California and rare or extinct elsewhere 1B: Rare, threatened, or endangered in California and elsewhere 2A: Presumed extirpated in California, but more common elsewhere 2B: Rare, threatened, or endangered in California, but more common elsewhere 3: Review list of plants requiring more study 4: Watch list of plants of limited distribution	
CA State Designations: SE=State Endangered ST= State Threatened SR = State Rare SFP = State-Fully Protected SSC= Species of Special Concern WL = Watch List Species		California Native Plant Society (CNPS) Threat Code: .1: Seriously threatened in California .2: Moderately threatened in California .3: Not very threatened in California	

SPECIAL STATUS WILDLIFE SPECIES WITH MODERATE OR GREATER POTENTIAL FOR OCCURRENCE ON OR ADJACENT TO THE WEST ALIGNMENT

Scientific Name Common Name	Status		Habitat Requirements	Potential for Occurrence
<i>Actinemys marmorata</i> Western pond turtle	Fed: CA:	None SSC	Found in slow moving streams, lakes, ponds, and wetlands.	Moderate Potential: The project area may include marsh or wetland habitat suitable for this species.
<i>Melospiza melodia maxillaris</i> Suisun song sparrow	Fed: CA:	BCC SSC	Found in the brackish-marsh waters of Suisun Bay. Utilize a matrix of emergent vegetation including bulrush and cattails.	Moderate Potential: The project area may include marsh or wetland habitat similar to locations of known occurrences in the vicinity.
<i>Reithrodontomys raviventris</i> Salt-marsh harvest mouse	Fed: CA:	E E; SFP	Found in saline emergent wetlands of San Francisco Bay. Require salt marsh vegetation, primarily pickleweed. Nest in grasses, or utilize abandoned bird nests. Known population adjacent to project area.	Moderate Potential: The project area may include marsh or wetland habitat similar to a nearby area with a known SMHM population.
Federal Designations FE = Federal Endangered FT=Federal Threatened FC=Candidate for Federal Listing BCC = USFWS Bird of Conservation Concern				State Designations: SE=State Endangered ST= State Threatened SFP = State-Fully Protected SSC= Species of Special Concern WL = Watch List Species

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Of the six special status plant species determined to have a moderate potential to occur, the soft salty bird's beak is the only federally protected species. This plant's habitat includes coastal salt marshes and swamps at elevations of 0 to 3 meters and there are known occurrences within three miles of the Project. The soft salty bird's beak and Mason's lilaeopsis both have State Rare status. Bowlander's water hemlock, Delta tule pea, Delta mudwort and Suisun marsh aster are not protected under the federal or State Endangered Species Acts but are ranked by CNPS as shown. Any of these species are estimated to have a moderate probability to occur in the vicinity of the West Alignment since these species can occur in similar swampy areas and conditions. If the West Alignment is used, the Project could impact these species, if present, through direct disturbance for construction of tie-line structures, access and stringing. If these species are present, the impact of direct disturbance could be significant. However, Mitigation Measure BIO-1 would limit the potential for impact to these species to a less than significant level. The tie-line, by the nature of its design, can have support structure locations modified if needed and, therefore, it is expected that sensitive plants could be avoided or mitigated to a level that is less than significant by</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>implementation of BIO-1.</i> <i>Of the three special status animal species determined to have a moderate potential to occur, the salt-marsh harvest mouse is the only federally protected species and is Endangered under the federal ESA. This species habitat includes wetlands and marsh vegetation and there are known occurrences within three miles of the Project in terrain similar to that which would be traversed by the West Alignment, if used. The salt-marsh harvest mouse also is Endangered under the State ESA and is designated as a State Fully Protected Species meaning that the State cannot issue a Take permit or otherwise authorize a development project to Take any individual. If the West Alignment is used, the Project could impact this species, if present, through direct disturbance for construction of tie-line structures, access and stringing, and through potential direct impacts from infrequent maintenance vehicle traffic. If this species is present, the impacts of direct disturbance and Project maintenance traffic could result in Take of individuals, which would be significant. However, Mitigation Measure BIO-2 would limit the potential for impact to this species to a less than significant level. The tie-line, by the nature of its design, can have support structure locations modified if needed and, therefore, it is expected that this species could be avoided or mitigated to a level that is less than significant by implementation of BIO-2.</i> <i>The Suisun song sparrow is a USFWS Bird of Conservation Concern and a State Species of Special Concern. The Project could have the potential to impact this species if the West Alignment is used. The primary impact would be the potential for nest disruption during nesting season. The Project Description commits to pre-construction nesting bird surveys completed by a qualified biologist within 14 days prior to ground disturbance if construction would start during the nesting season (February 1-August 31), and avoidance of active nests with implementation of a buffer zone (see Section 3.4 in Appendix A). Work would not occur in the buffer zone until the biologist determines that the nest is inactive. The extent of the buffers would be based on consideration of the anticipated levels of noise or disturbance, ambient level of noise and other disturbance, if the species is present, and topographic or other barriers. These measures for avoiding impacts to active nests would limit the potential for impact to the Suisun song sparrow to a less than significant level.</i> <i>The Western pond turtle is not federally protected. It is a State Species of Special Concern. If the West Alignment is used, the Project could impact this species, if present, through direct disturbance for construction of tie-line structures, access and stringing, and through potential direct impacts from infrequent maintenance vehicle traffic. If this species is present, the impacts of direct disturbance and Project maintenance traffic could result in loss of individuals, which could be significant. However, Mitigation Measure BIO-3 would limit the potential for impact to this species to a less than significant level. It is expected that this species could be avoided or mitigated to a level that is less than significant by implementation of BIO-3.</i> <u>Mitigation Measure BIO-1:</u> <i>If the tie-line West Alignment is used, prior to issuance of grading or building permits for the tie-line, the Applicant shall provide biological, wetlands and jurisdictional waters survey reports accompanying the final tie-line design demonstrating that facilities and access are</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>designed to minimize disturbance to sensitive plants to the extent practical for safe and efficient construction. Reports provided by the Applicant shall be prepared by qualified professionals and shall address federal and state jurisdictional waters and potential for occurrence of Soft salty bird's-beak, Bolander's water hemlock, Delta tule pea, Delta mudwort, Mason's lilaeopsis, Suisun marsh aster based on pedestrian transect surveys for the portion of the West Alignment north of Willow Pass Road including final access routes. The project shall be designed to avoid direct impact to soft salty bird's beak and Mason's lilaeopsis, as well as Bolander's water hemlock, Delta tule pea, Delta mudwort, and Suisun marsh aster. If direct impact to soft salty bird's beak and Mason's lilaeopsis cannot be practically avoided, then the applicant shall consult with USFWS and CDFW to develop a plan for transplanting affected individuals to an appropriate adjacent location. The plan shall be subject to review by USFWS and CDFW and approval by the City prior to issuance of grading or building permits for the tie-line. If direct impact to Bolander's water hemlock, Delta tule pea, Delta mudwort, or Suisun marsh aster cannot be practically avoided, then the applicant shall submit a plan to the City for transplanting, restoring, or preserving these species including success criteria to offset individuals lost at a ratio of no less than 1:1, and shall obtain approval of the plan from the City prior to issuance of grading or building permits for the tie-line. Project construction shall be monitored by a qualified biologist where construction work is within or adjacent to federal or state jurisdictional waters or wetlands, or locations with State or federally listed plants or State Rare plants. Material revisions to the selected final tie-line alignment routing and structure locations shown and described in the Applicant's Project Description shall be subject to approval by the Planning Manager.</i> <u>Mitigation Measure BIO-2:</u> <i>If the tie-line West Alignment is used, prior to issuance of grading or building permits for the tie-line, the Applicant shall provide a biological survey report prepared by a qualified professional accompanying the final tie-line design addressing potential for occurrence of salt-marsh harvest mouse. The project shall be designed to avoid any Take of salt-marsh harvest mouse under the State ESA. If impact to salt-marsh harvest mouse habitat cannot be practically avoided, then the applicant shall develop a plan for construction to ensure no State ESA Take during construction, and for restoring or preserving habitat for this species at an area ratio of no less than 3 to 1. The plan shall be subject to review by USFWS and CDFW and approval by the City prior to issuance of grading or building permits for the tie-line.</i> <u>Mitigation Measure BIO-3:</u> <i>If the tie-line West Alignment is used, a qualified biologist shall conduct a pre-construction survey for western pond turtles no more than 30 days prior to construction in suitable aquatic habitats in and adjacent to the West Alignment work area. A combination of visual and trapping surveys may be performed with authorization from the California Department of Fish and Wildlife. If the species is found near any proposed construction areas, impacts on individuals and their habitat shall be avoided to the extent feasible. If occupied habitat can be avoided, an exclusion zone shall be established around the habitat and clearly marked with temporary fencing for avoidance during construction. If avoidance is not possible and the species is determined to be present in work areas, the biologist with approval from CDFW may capture turtles prior to construction activities and relocate them to nearby, suitable habitat a minimum of 300 feet from the work area. Exclusion fencing should then be installed</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>if feasible to prevent turtles from reentering the work area. Project construction shall be monitored by a qualified biologist where construction work is within or adjacent to occupied western pond turtle habitat.</i> <i>Considering the above factors, with implementation of Mitigation Measures BIO-1, -2, and -3, the Project would not have a substantial adverse effect 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. Therefore, the impact would be less than significant with mitigation.</i>				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
Less than Significant With Mitigation Incorporated: Except for a portion of tie-line West Alignment, if used, the Project would be located on lands that are 100 percent disturbed and comprised primarily of non-native grassland and urban features without riparian or other sensitive habitat. The exception is the portion of the tie-line West Alignment that is north of Willow Pass Road (see Figure 5), which is low lying and includes wetland areas. Terrain in this area has been assessed from biology and wetland delineation reports covering portions of the West Alignment and nearby lands and from aerial imagery, with visual confirmation from public rights-of-way due to access limitations. The final design for the West Alignment, if used, including structure locations, pull-site locations, and access, would be developed with a wetland delineation report to delineate wetland presence, minimize impacts on wetlands to the extent practical for safe and efficient construction, and precisely calculate the area of disturbed wetland and riparian habitat. Based on preliminary engineering and evaluations, the Project Description estimates up to 0.38 acre of long-term wetland disturbance and an additional approximately 1.09 acres of short-term wetland disturbance for construction. The Applicant's Project Description commits to temporary tie-line construction disturbances being returned to approximate pre-construction conditions (See Section 3.5 in Appendix A). Direct disturbance to wetlands or riparian vegetation would be significant if not mitigated. Because estimated areas of wetland disturbance are based on preliminary engineering and evaluations, it is possible that marginally higher disturbance area could be found necessary once final designs and evaluations are completed. Mitigation Measure BIO-4 would limit impacts to wetlands and riparian vegetation to a less than significant level. <u>Mitigation Measure BIO-4:</u> <i>If the tie-line West Alignment is used, prior to issuance of grading or building permits for the tie-line, the Applicant shall provide a wetlands and jurisdictional waters survey report accompanying the final tie-line design to demonstrate that facilities and access are designed to minimize disturbance to waters and wetlands to the extent practical for safe and efficient construction, and to precisely calculate the area of disturbed wetland and riparian habitat. Reports provided by the Applicant shall be prepared by a qualified professional and shall</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>delineate federal and state jurisdictional waters and wetlands, including verification by USACE for federal wetlands, if present. If disturbance to waters of the US and the state including wetlands cannot be avoided, then such disturbance shall not exceed 0.5 acre long term plus 1.3 acres of short term disturbance, and the Applicant shall obtain required authorizations from USACE and CDFW prior to construction. Disturbances to wetlands or riparian vegetation shall be mitigated at a ratio of no less than 3:1 for long term impacts.</i> <i>With the 3:1 mitigation of long term impacts to wetlands or riparian vegetation pursuant to Mitigation Measure BIO-4, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Therefore, the impact would be less than significant with mitigation.</i>				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
Less than Significant With Mitigation Incorporated: Except for a portion of tie-line West Alignment, if used, the Project would be located on lands that are 100 percent disturbed and comprised primarily of non-native grassland and urban features without wetlands or other sensitive habitat. The exception is the portion of the tie-line West Alignment that is north of Willow Pass Road, which is low lying and includes wetland areas. Terrain in this area has been assessed from biology and wetland delineation reports covering portions of the West Alignment and nearby lands and from aerial imagery, with visual confirmation from public rights-of-way due to access limitations. The final design for the West Alignment, if used, including structure locations, pull-site locations and access, would be developed with a wetland delineation report to confirm wetland presence, minimize impacts on wetlands to the extent practical for safe and efficient construction, and precisely calculate the area of disturbed wetland. The Project Description estimates up to 0.38 acre of long-term wetland disturbance and an additional approximately 1.09 acres of short-term wetland disturbance for construction. The Applicant's Project Description commits to temporary tie-line construction disturbances being returned to approximate pre-construction conditions (See Section 3.5 in Appendix A). Direct disturbance to wetlands would be significant if not mitigated. Because estimated areas of wetland disturbance are based on preliminary engineering and evaluations, it is possible that marginally higher disturbance area could be found necessary once final designs and evaluations are completed. Mitigation Measure BIO-4, if implemented, would limit impacts to wetlands vegetation to a less than significant level. <i>With the 3:1 mitigation of long term impacts to wetlands pursuant to Mitigation Measure BIO-4, the Project would not have a substantial adverse effect on any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, the impact would be less than significant with mitigation.</i>				
d) Interfere substantially with the				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
Less Than Significant Impact: The Project is an infill building project located in an urbanized area, with the exception of the tie-line West Alternative if used. No aspect of the Project would interfere with movement of native resident or migratory fish or wildlife species or with native or migratory wildlife corridors or impede the use of native wildlife nursery sites. The tie-line West Alternative is the only possible Project feature that could occur in an area potentially providing a wildlife migratory corridor or native wildlife nursery site. Construction of the tie-line West Alternative could disrupt wildlife migration due to noise and human presence but such disruption would be short-term in any given area and not expected to substantially interfere with wildlife movement. Preconstruction nesting bird surveys and avoidance of active nests are measures included in the Applicant's Project Description (see Section 3.4 in Appendix B) and would ensure that active nests are not adversely affected. The tie-line West Alternative, if used, would be collocated with an existing major high-voltage transmission corridor and would not have any material effect on wildlife movement compared to existing conditions. Considering these factors, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, the impact would be less than significant.				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
The Project does not propose removal of any tree protected by ordinance or policy. The Project would not conflict with any local policy or ordinance protecting biological resources.				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐
The Applicant has submitted an application for coverage under HCP/NCCP and proposes to comply with the HCP/NCCP for Project features within the HCP/NCCP area including mitigation fees for non-native grassland, and pre-construction surveys for burrowing owl, Swainson's hawk, Golden Eagle and other nesting birds (See Section 3.4 in Appendix A). Mitigation Measure BIO-5 would ensure that mitigation fees are paid consistent with HCP/NCCP requirements. Mitigation Measure BIO-5: The Applicant shall pay HCP/NCCP mitigation fees consistent with HCP/NCCP requirements. If development is phased, such fees shall be paid prior to issuance of a grading permit for				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>acreage to be disturbed in such phase.</i>				
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5?	☐	☒	☐	☐
Less than Significant Impact With Mitigation Incorporated: A cultural resource records search was conducted through the CHRIS Northwest Information Center. The record search indicated that portions of the Project area were included in cultural resource surveys in 1988, 1995, 1996 and 2001. The first three of these were for water conveyance structures and projects. The last was of the Montezuma Enhancement Site, associated with the Pittsburg and Contra Costa County Power Plants. In addition, there were 18 other surveys that may have included portions of the Project area. These, however, either had little or no fieldwork or were missing maps. The record search additionally revealed that there are no known historic sites within the proposed Project Site or electric tie-line routes. The Project Site is currently vacant with no structures and the majority of the Site is covered by several feet or more of fill dirt. Review of historic aerial photographs from Google Earth imagery shows that the Site was undeveloped prior to placement of fill. Therefore, no historical resources are known to be present and the presence of potential unknown resources is unlikely. Considering these factors, Site development would not change the significance of any historical resource. The electric tie-line routes each are located within and adjacent to an existing power plant site and oil tank farm site and an existing high voltage transmission corridor. The tie-line alignments were not surveyed for potential historic resources for this analysis. However, by its nature, the overhead electric tie line would result in little ground disturbance and, if historic structures or resources were to be present, pole locations could be adjusted to avoid such resources. Furthermore, given the existing industrial setting of the tie-line corridor, if historic structures or resources were to be present on or adjacent to the tie-line corridor, the presence of the tie-line would not result in a substantial adverse change in their significance. Considering these factors, Mitigation Measure CUL-1, if adopted, would ensure that the electric tie-line would not cause a substantial adverse change in the significance of any historical resource. Mitigation Measure CUL-1: Prior to issuance of a grading permit, the Applicant shall provide the City with a historical resources survey report prepared by a professional meeting the Secretary of the Interior's Professional Qualification Standards (36 CFR 61) for the electric tie-line easement. If the survey identifies potentially significant cultural resources within the electric tie-line easement, then a tie-line design shall be provided to the City for approval prior to issuance of a grading permit that demonstrates either: (1) no significant resource would be disturbed by tie-line construction; or (2) any significant resource that cannot be practically avoided would be mitigated through photo-documentation and archival research by a qualified historic archaeologist or architectural historian.				
b) Cause a substantial adverse change in the significance of an archaeological	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
resource pursuant to section 15064.5?				
Less than Significant Impact With Mitigation Incorporated: A cultural resource records search was conducted through the California Historical Resources Information System (CHRIS) Northwest Information Center. The record search indicated that portions of the Project area were included in cultural resource surveys in 1988, 1995, 1996 and 2001. The first three of these were for water conveyance structures and projects. The last was of the Montezuma Enhancement Site, associated with the Pittsburg and Contra Costa County Power Plants. In addition, there were 18 other surveys that may have included portions of the Project area. These, however, either had little or no fieldwork or were missing maps. The record search additionally revealed that there are no known archaeological sites within the proposed Project Site or electric tie-line route and that there are no known prehistoric archaeological sites within a one-half mile radius of the Project. A search of the Native American Heritage Commission (NAHC) Sacred Lands File failed to indicate the presence of Native American cultural resources in the Project area. Considering the results of the records search, previous surveys of portions of the Project Area, and NAHC response, there are no known archaeological resources on the Project Site or the potential electric tie-line alignments. The Site is currently vacant with no structures and most of the Site is covered by several feet or more of fill dirt. The West, Middle and East tie-line alignments have been graded by past development including that associated with the existing tank farms, a rail spur, access roads, the existing PG&E switchyard that the tie-line would extend to, and Willow Pass Road that the tie-line would cross. Considering the high degree of disturbance and grading that has occurred at these locations, the ground has been modified such that little or no evidence of preindustrial human cultural activities and/or occupation is likely to remain. Therefore, a ground survey was not conducted for this analysis and would be unlikely to be of any value. Based on aerial imagery analysis, disturbances for the West Alignment if used, could have some areas with more limited disturbance. Mitigation Measure CUL-2, if adopted, would ensure impacts are mitigated to a less than significant level in the event that unknown cultural resources are encountered during construction. Section XVIII of this Initial Study further discusses potential Native American Cultural Resources and the City's outreach to Tribes for input to the environmental review process. Mitigation Measure CUL-2: Construction shift foremen, excavation equipment operators and other construction workers with responsibility for observing construction excavations shall be trained and instructed by a representative of the Applicant or its contractor to be observant for the potential occurrence of archaeological resources in the geologic materials encountered, and shall be instructed and authorized to halt excavation in the area immediately and notify the Project Applicant's representative if such resources are discovered. In the event of a discovery, the Applicant or Applicant's representative shall promptly notify the City and work in the area shall cease until the discovery is evaluated by a qualified cultural resource specialist. If evaluation by a qualified cultural resource specialist indicates that the discovery may be significant, then excavation in the area shall be continued only as directed by a qualified cultural resource specialist and in a manner allowing for collection of significant resources and information that may otherwise be affected by the Project, including development of a Research Design and Data Recovery Program if needed to mitigate impacts. If cultural artifacts are collected they shall be cataloged and curated with an				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>appropriate institution. A final monitoring report shall be prepared and submitted to the City if significant cultural resources are discovered.</i>				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
Less than Significant Impact With Mitigation Incorporated: The Project area is relatively flat terrain with no unique geologic features. The native geological materials beneath the Site are mapped as late Pleistocene alluvium (Helley and Lajoie, 1979). These deposits are about 11,500 years old and older and contain late Pleistocene vertebrate and invertebrate fossil faunas. This geologic unit is widespread at low elevations in the San Francisco Bay region and in places can contain localized accumulations of freshwater gastropod (snail) and pelecypods (bivalve mollusc) fossils, and terrestrial vertebrate fossils including camel, bison, horse, sloth and mammoth. While fossils of this age could potentially occur in the native geologic unit that underlies the Site and could potentially be important for their uniqueness and scientific value, it is unlikely that any such fossils would be disturbed by the Project because the Site is almost entirely covered with several feet or more of fill dirt. Construction of Site facilities would include grading, over-excavation and trenching primarily within fill and not substantially penetrate the native geologic material underlying the fill. If excavations do penetrate the natural geologic materials beneath the Site, Mitigation Measure CUL-3, would ensure that unique or scientific values of important fossils are recovered, limiting the potential for impact to a less than significant level. The electric tie-line routes occur on engineered soils and lands mapped as Holocene bay mud deposits (Helley and Lajoie, 1979). The oldest deposits of this unit have been dated at about 9,600 years. These materials are known to include locations with fossils of fresh and brackish water gastropods and pelecypods, including molluscan species introduced by humans since the 1800s. These materials are too geologically young to contain unique or important fossils. Therefore, the tie-line would not have the potential to destroy unique paleontological resource. Mitigation Measure CUL-3: Construction shift foremen, excavation equipment operators and other construction workers with responsibility for observing construction excavations shall be trained and instructed by a representative of the Applicant or its contractor to be observant for the potential occurrence of paleontological resources when excavating on the Site beneath the depth of existing fill, and shall be instructed and authorized to halt excavation in the area immediately and notify the Project Applicant's representative if vertebrate fossils are discovered. In the event of a discovery, the Applicant or Applicant's representative shall promptly notify the City and work in the area shall cease until the discovery is evaluated by a qualified paleontologist. If evaluation by a qualified paleontologist indicates that the discovery may be significant, then excavation in the area shall be continued only as directed by a qualified paleontologist and in a manner allowing for collection of significant resources and information that may otherwise be affected by the Project. If significant fossils are collected they shall be cataloged and curated with an appropriate institution. A final monitoring report shall be prepared and submitted to the City if significant fossils are discovered.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
Less than Significant Impact With Mitigation Incorporated: A cultural resource records search was conducted through the CHRIS Northwest Information Center and did not indicate any known burials within one-half mile of the Project area. A search of the NAHC Sacred Lands File failed to indicate the presence of Native American sacred lands in the area. The Site and most of the tie-line alignments are 100 % disturbed and the Site is almost entirely covered with several feet or more of fill dirt. Given that there are no records of Native American sacred lands in the area, no evidence of human remains at the Site, and the area is so heavily disturbed, no impact to human remains is anticipated. Mitigation Measure CUL-4 would ensure that impacts are mitigated to a less than significant level in the event that human remains are encountered unexpectedly during construction. Mitigation Measure CUL-4: Construction shift foremen, excavation equipment operators and other construction workers shall be trained and instructed by a representative of the Applicant or its contractor to halt work immediately if human remains are observed in the geologic materials encountered. In the event of a discovery, the County coroner shall be notified immediately and work in the area shall cease until the discovery is evaluated and removed in accordance with applicable laws and requirements.				
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
No Impact: The Project location does not occur in any Alquist-Priolo earthquake fault zone nor does it occur on or cross any known active fault (California Department of Conservation, 2017). Therefore, the Project would have no impact associated with fault rupture. The closest active fault is the Clayton segment of the Clayton-Marsh Creek-Greenville Fault, located approximately four miles southwest of the Site (Jennings and Bryant, 2010).				
ii) Strong seismic ground shaking?	☐	☐	☒	☐
Less than Significant Impact: The Coast Ranges mountains that occur southwest of the Site are dissected by a number of regional fault zones associated with the overall San Andreas fault system demarking the intersection of the North American and Pacific tectonic plates. As described in Response (a)(i) above, the closest active fault is the Clayton segment				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
of Clayton-Marsh Creek-Greenville Fault, located approximately four miles southwest of the Site. Other major faults in the region include the Green Valley/Concord Fault (approximately eight miles west), Calaveras Fault (approximately 15 miles west), Rogers Creek Fault Zone (approximately 25 miles west), Hayward Fault Zone (approximately 20 miles southwest), and the San Andreas Fault Zone (approximately 40 miles southwest) (Jennings and Bryant, 2010). Deeply buried low angle thrust faults such as the Mount Diablo Thrust Fault also can cause earthquakes in the region. Strong ground motions could occur in the vicinity of the proposed Project from an earthquake on any of these or other regional faults. Strong seismic ground shaking would be a potentially substantial seismic hazard if structures are not appropriately designed. The potential for seismic ground motions to damage structures is typically mitigated through proper design and construction to withstand predicted ground motions. The California Building Code seismic standards are designed to mitigate the potential for people or structures to be exposed to substantial risks from seismically-induced ground motions. Conformance with this code would be assured through the Building Permit process of the City of Pittsburg. Adherence to California Building Code requirements would limit the risk of damage or injury from seismic ground shaking to level that is less than significant.				
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
Less than Significant Impact: Liquefaction can occur when there is a loss of shear strength in saturated granular soils caused by seismically-induced pore water pressures. The loss of shear strength in soils can reduce the ability of the soil to support overlying loads, such as equipment foundations. If liquefaction occurs, the surface structures may settle into the ground or tilt. The liquefaction potential of a site is dependent on characteristics of ground shaking, soil type, soil density, and depth-to-groundwater. The Site is situated in the lowland zone of Pittsburg where shallow geology consists of geologically young unconsolidated sediments and groundwater is relatively shallow. Portions off the potential electric tie-line routes are located within the High Liquefaction Potential hazard area identified in the General Plan. The Site is located outside of the High Liquefaction Potential hazard area identified in the General Plan. The High Liquefaction Potential hazard area identified in the General Plan is based on a regional study performed by the Bay Area Association of Governments published in 1980. A more recent preliminary regional study by the U.S. Geological Survey has identified the potential for liquefaction in the Project area to be high to very high (Knudsen, et al., 2000). This regional study is not based on site-specific information. California Building Code Section 1803.2 would require that a geotechnical investigation be prepared and provided to the City Engineering Division for the proposed Project that would be required to address the potential for liquefaction and identify measures such as appropriate foundation design, structural systems and ground stabilization measures to limit potential liquefaction impacts on Project structures. The California Building Code would require that recommendations of the geotechnical report be incorporated into the final Project design to limit potential liquefaction impacts. The California Building Code is written and administered to preserve and protect public health and safety consistent with State and nationally recognized standards (24 CCR 18941). Compliance with these established requirements would limit the potential for impact to a less than significant level.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>The Project does not propose any structure for human occupancy. Therefore, there would not be a significant risk to people in the event of seismically induced liquefaction. Considering that the proposed facilities would typically be unattended and include no occupied structures, and considering that Project structures would be designed in accordance with recommendations of a geotechnical investigation to limit impacts of liquefaction, the risk of liquefaction to expose people or structures to substantial adverse effects does not pose a significant risk to human health or the environment. Therefore, the risk of liquefaction exposing people or structures to potential substantial adverse effects is less than significant.</i>				
iv) Landslides?	☐	☐	☐	☒
No Impact: <i>The Project area is nearly flat-lying. There are no substantial slopes in the Project area that could result in a landslide hazard.</i>				
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
Less Than Significant Impact: <i>The Project Site and most of the tie-line potential alignments have been previously graded and covered with fill. In addition, the Project area is nearly flat-lying limiting the potential for soil erosion. Construction would occur under the State General Permit with a SWPPP implementing BMPs for erosion control. The General Permit would require that a construction SWPPP be prepared by a Qualified SWPPP Developer and implemented by a Qualified SWPPP Practitioner (QSP). Standard BMPs from the California Stormwater Quality Association (CASQA, 2015) or their equivalents would be required such as scheduling to minimize the term of disturbances (Standard BMP EC-1), Preservation of Existing Vegetation (Standard BMP EC-2), stabilization of disturbed surfaces (Standard BMPs EC-3 through -7), and use of silt fences (Standard BMP SE-1). The SWPPP would be required to address erosion control until it is demonstrated to the Regional Water Quality Control Board that disturbed surfaces are stabilized and a Notice of Termination is accepted. With construction occurring in compliance with the State General Permit, the proposed Project would not result in substantial soil erosion. Considering that the Site is disturbed and covered with fill and that erosion would be controlled in accordance with requirements of the State General Permit, the proposed Project would not result in substantial erosion or loss of topsoil. Therefore, erosion and loss of topsoil impacts would be less than significant.</i>				
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?	☐	☐	☒	☐
Less than Significant Impact: <i>The potential for liquefaction is addressed in Response (a)(iii), above. The proposed Project would not affect or be affected by any other aspect of geologic unit instability including the potential for landslides, lateral spreading, subsidence or collapse. The Project area is relatively flat and proposed grading would not result in any substantial slopes (refer to Conceptual Grading Plan in Sheet C-1 of Attachment 2).</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Therefore, the Project does not have the potential to result in landslides. Lateral spreading is a phenomenon that can occur from seismic shaking or other lateral loading when the ground surface is not laterally supported on one or more sides, for example, on ridge tops or near edges of terraces or cliff faces. The Project area does not have slopes or other laterally unsupported conditions susceptible to lateral spreading. Soil collapse occurs when loosely compacted soils are disturbed by seismic shaking, rewetting, or other activities. California Building Code Section 1803.2 would require that a geotechnical investigation be prepared and provided to the City Engineering Division for the proposed Project that would be required to address potential geologic hazards, including potential for soil collapse, and identify measures such as appropriate foundation design, structural systems and ground stabilization measures to limit potential for impacts on Project structures. The California Building Code would require that recommendations of the geotechnical report be incorporated into the final Project design to limit potential liquefaction impacts. Implementation of recommendations from the geotechnical report for potential soil collapse, if needed, are required to be implemented into the Project final design. Subsidence can occur when pore pressures are reduced in unconsolidated geologic materials below a valley floor due to substantial fluid withdrawal. The Project does not involve substantial extraction of fluids from unconsolidated geologic deposits. Therefore, the Project does not have potential to create subsidence. Considering these factors, and excepting the potential for liquefaction as described in Response (a)(iii), above, the Project would not be located on an unstable geologic unit or cause a unit to become unstable. Therefore, the impact would be less than significant.</i>				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
Less than Significant Impact: Soils in the Project area include Capay Clay (CaA), Clear Lake Clay (Cc) Omni silty Clay (Ob), Sycamore silty clay loam (So), and Joice muck (Ja)(U.S. Department of Agriculture, 2017). Based on average characteristics published by U.S. Department of Agriculture, some of these soils including Omni silty clay and Clear Lake clay may have expansive properties. California Building Code Section 1803.2 would require that a geotechnical investigation be prepared and provided to the City Engineering Division for the proposed Project that would be required to address potential geologic hazards, including potential expansive soil characteristics, and identify measures to limit potential for impacts on Project structures. The California Building Code would require that recommendations of the geotechnical report be incorporated into the final Project design. Implementation of recommendations from the geotechnical report in accordance with the California Building Code would effectively limit impacts of expansive soils to a level that would not pose a substantial hazard. Therefore, considering California Building Code requirements, the potential for adverse impacts from expansive soils is less than significant.				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
No Impact: The Project does not propose use of a septic tank or other wastewater disposal.				
VII. GREENHOUSE GAS EMISSIONS -- Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
Less than Significant Impact: The proposed project would not generate GhG emissions, with the primary exception being CO2 that would be generated from vehicle and equipment emissions for construction and maintenance activities. Once constructed, the Project would provide a new and reliable means of capturing and managing energy from renewable energy projects such as solar generation and wind generation projects increasing the effectiveness of renewable energy technologies, thereby reducing the dependency on fossil fuel-produced electric energy, providing a long-term GhG benefit. Considering that construction emissions would be short-term and that the proposed Project would operate as an unoccupied facility with only occasional maintenance vehicle trips, GhG emissions would be less than significant both individually and cumulatively.				
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
Less than Significant Impact: The proposed project would not conflict with any applicable plan, policy, or regulation adopted to reduce GHG emissions. Once constructed, the Project would operate without GhG emissions with the exception of minor emissions from occasional maintenance vehicle trips. The Project could be used to store energy from renewable energy projects such as solar generation and wind generation projects, reducing the dependency on fossil fuel-produced electric energy and supporting the achievement of local, state and federal renewable energy goals directed at GhG reduction. The availability of the Project for this use may provide a long-term GhG benefit.				
VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
Less than Significant Impact: Construction would require the short-term transport, use and/or disposal of hazardous materials such as fuels, lubricants, adhesives, solvents and paints. Storage and use of hazardous materials onsite during construction could create a significant hazard to construction workers, the public or the environment if such materials are not properly contained. Construction would be required to occur under a comprehensive hazard communication program in accordance with 29 CFR 1910 to ensure that construction workers are knowledgeable in the identification and proper handling of hazardous materials to				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>prevent unsafe exposure and to avoid spills. Stormwater BMPs would be required under the State General Permit to prevent contact of hazardous materials with stormwater. Furthermore, the Site would not be open to the public. With these measures, the routine use of hazardous materials for construction would not create a significant hazard to the public or the environment.</i> <i>Deliveries of bulk fuels, lubricants, batteries, and other hazardous materials to the Site would be subject to Department of Transportation (DOT) regulations at 49 CFR 172 and 173 for hazardous materials transport. These regulations include requirements for hazardous material transport licensing, packaging and containment standards, labeling, and other protection measures to prevent hazardous materials incidents during transport and to facilitate response in the event of a hazardous material accident. Hazardous wastes produced would be minimal and would be required to be transported away from the Site in accordance with these same DOT regulations as well as being managed at all times under requirements of California Code of Regulations Title 22 Division 4.5 for worker training, and storage, shipping and disposal of hazardous waste. With these existing regulations in place, and considering the short term of construction activities, the transport, production, and disposal of hazardous materials associated with facility construction would not create a significant hazard to the public or the environment.</i> <i>Operation of the proposed Project would not typically involve handling of hazardous materials. At the end of battery life, battery modules would be removed from the battery racks and returned to the manufacturer or their approved and permitted recycling partner(s) for dismantling, material processing and recovery. Oil that would be present in oil-filled transformers is not routinely handled. The transformers are operated normally closed and sealed. On infrequent occasions, oil in oil-filled transformers may require filtering or replacement if it becomes contaminated. If transformer oil needs to be replaced, the used oil would be recycled at a licensed offsite recycler. Management and transport of replacement batteries and oil, used batteries, and used oil would be subject to the same management and transportation regulations and requirements as described for construction above for safe handling, transport and recycling. With these existing regulations in place, the transport, production, and disposal of hazardous materials associated with facility operations would not create a significant hazard to the public or the environment.</i>				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
Less than Significant Impact: Construction would require the short-term use and transport of hazardous materials as described in Response (a), above. Construction would be required to occur under a comprehensive hazard communication program in accordance with 29 CFR 1910 to ensure that construction workers are knowledgeable in the identification and proper handling of hazardous materials to avoid spills or other upset conditions that could otherwise result in unsafe exposure. The general public would be excluded from the				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>construction Site. Transport of bulk fuels, lubricants, batteries, and other hazardous materials to the Site would be subject to Department of Transportation (DOT) regulations at 49 CFR 172 and 173 including requirements for hazardous material transport licensing, packaging and containment standards, labeling, and other protection measures to prevent hazardous materials incidents during transport and to facilitate response in the event of a hazardous material accident. Considering these factors, construction would not create a significant hazard to the public or the environment due to reasonably foreseeable upset or accident conditions.</i> <i>Operation of the proposed Project would be subject to 19 CCR Division 2, Chapter 4 requirements to submit and maintain a Hazardous Materials Business Plan and would be subject to periodic inspections by the Certified Unified Program Agency (Contra Costa County Fire Prevention District) for safe operations related to hazardous materials. These regulations require reporting of hazardous materials present in quantities exceeding threshold quantities, worker training, emergency planning preparations to minimize potential hazards of a hazardous material upset, and immediate reporting to 911 and the California Office of Emergency Services of any release or threatened release of hazardous materials that presents a significant present or potential hazard to human health and safety, property or the environment. Oil-filled electrical equipment would be subject to 40 CFR 112 regulations that include comprehensive requirements for preventing releases of oil and for oil spill response preparedness. These regulations include safety measures such as secondary containment for oil-filled equipment, requirements for routine inspections and proper equipment maintenance, personnel training to prevent discharges, site security, oil transfer safety precautions, and oil spill response planning. Batteries would contain integrated safety systems to actively monitor electrical current, voltage and temperature to optimize performance, mitigate potential failures, and prevent upset. Batteries performing out of specification would be immediately taken off line by the automated monitoring system. The facility would be designed and constructed to comply with applicable building, electrical and fire codes. Battery buildings would be outfitted with fire suppression equipment to meet or exceed fire safety codes and standards. As described in the Applicant's Project Description (See Section 3.2 in Appendix A), Fire protection would include prevention, suppression, and isolation methods and materials including: smoke/fire detection sensors; ground fault detection, alarms, and systems for automatic shutdown of cooling fans and opening of electrical contacts in the battery system; and systems for automatic activation of fire suppression systems. Operation of the facility would be remotely monitored on a continuous basis. In addition, the facility would be routinely visited to perform visual inspections. Security would be provided including perimeter fencing and remote video monitoring with pan, tilt and zoom capabilities. These design measures are included to minimize the potential for upset and to immediately respond in the event of an unforeseen upset. Considering these safety systems incorporated into the Project design, and existing regulatory requirements and standards applicable to the Project that are designed to minimize hazardous material upset risks to human health and the environment, the risk of a reasonably foreseeable upset or accident scenario creating a hazard to the public or the environment during operations is less than significant.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
Less than Significant Impact: <i>There are no existing or proposed schools located within one-quarter mile of the Site. The closest school is the Parkside Elementary School located approximately 0.4 mile south of the Site. The East Alignment passes within 0.1 mile of St Peter Martyr School but there would be no emissions from the project other than de minimis short-term emissions from construction and maintenance that would be less than significant.</i>				
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?	☐	☐	☒	☐
Less than Significant Impact: <i>The 35-acre parcel on which the Site occurs is included in both the Regional Water Quality Control Board's (RWQCB's) GeoTracker online database (Case No. T0601300095) and the Department of Toxic Substances Control (DTSC) Envirostor online database (Case no. 07260001), which both stem from Government Code Section 65962.5. The GeoTracker shows the RWQCB case being closed in October 1997. The Envirostor case is open. The parcel is listed due to a past release of trichloroethylene (TCE) solvent, a volatile organic compound, in a portion of the parcel located south of the Site. Approximately 40 tons of impacted soil was excavated and removed from the parcel in 2002 under the direction of DTSC. Confirmation soil samples collected after soil removal indicate that soil was removed to the DTSC-approved site-specific removal action goal of 1.7 milligrams per kilogram. Groundwater beneath the Site has been impacted by TCE and its breakdown products as a result of the past release of TCE. Groundwater monitoring is ongoing and the parcel is subject to a land use covenant (Covenant) to restrict use of the property due to the presence of volatile organic compounds in the groundwater under portions of the property, including portions of the Site (DOC-2007-0217233-00). Ongoing groundwater remedial action includes continued monitoring of the natural attenuation process through biennial sampling of an existing groundwater monitoring well network. The possible volatilization and upward movement of volatile organic compounds from groundwater into existing or future buildings is identified in the Covenant as a potential human exposure pathway but for a commercial land use scenario has been determined to have an estimated total excess lifetime cancer risk of less than DTSC's significance threshold of 1×10^{-6}. At the time the Covenant was prepared in 2007 the TCE concentration in groundwater was determined to be up to 2.8 milligrams per liter (mg/L). The most recent groundwater monitoring data reviewed for the Site (June 2013) indicates a maximum TCE concentration of 1.7 mg/Kg beneath the Site and a depth to groundwater beneath the Site ranging from approximately 9 to 19 feet below the ground surface. The Covenant prohibits use of the property for any of the following: a residence for human habitation; a hospital for humans; a school for persons under 21 years of age; or a day care center for children. Furthermore, the Covenant prohibits any of the following on the property: raising of food including cattle and</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>food crops; drilling for drinking water without permission from DTSC; extraction of groundwater for purposes other than site remediation or construction dewatering. The proposed use of the Site is consistent with the Covenant and would not create a significant hazard to the public or the environment. Groundwater is not expected to be encountered by construction excavations. Existing monitoring wells onsite would be preserved in place and access would be provided for continued monitoring unless removal of the wells or other arrangements are approved in writing by DTSC in accordance with requirements of the Covenant. Considering these factors, the impact would be less than significant.</i>				
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 for people residing or working in the project area?	☐	☐	☐	☒
No Impact: <i>The Project area is not within an airport land use plan or within two miles of a public or public use airport. The closest airport is in Concord more than seven miles to the southwest.</i>				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
No Impact: <i>There is no private airstrip in the vicinity of the Project area. The closest airport is in Concord more than seven miles to the southwest.</i>				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
Less than Significant Impact: <i>The proposed Project would not alter any existing public or private through-way. A short term lane closure may be needed to install a water line across Willow Pass Road. If the water line installation is needed, work in the ROW would be under an Encroachment Permit requiring traffic control plan for any lane closures. Because road closure is not anticipated and traffic controls would be implemented, the short potential lane closure would not impair emergency response or otherwise affect any adopted emergency response plan or emergency evacuation plan.</i>				
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
No Impact: <i>The proposed Project area is within urbanized lands in the City, and nearby lands are identified by Cal Fire (2017) as a non-Very High Fire Hazard Severity Zone (non-</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VHHSZ). Pursuant to California Fire Code Section 304.1.2, the Applicant would be required to maintain the Site free of vegetation capable of being ignited or endangering property. In addition, the facility would be designed for fire prevention and provided with a fire water supply as described in the Applicant's Project Description (see Section 3.2 in Appendix A). Considering these factors, the risk of wildland fire from the Project would be less than significant.				
IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
No Impact: Construction would occur under the State General Permit with a SWPPP implementing BMPs for protection of water quality. The State General Permit would require that a construction SWPPP be prepared by a Qualified SWPPP Developer and implemented by a Qualified SWPPP Practitioner (QSP). Standard BMPs from the California Stormwater Quality Association (CASQA, 2015) or their equivalents would be required for sediment and other potential pollutants. Under the State General Permit, the SWPPP would need to address water quality BMPs and the permit would require that those BMPs be implemented until it is demonstrated to the Regional Water Quality Control Board that disturbed surfaces are stabilized and a Notice of Termination is accepted. The General Permit requires construction discharges to not violate water quality standards. With adherence to the State General permit and BMPs, no violation of any water quality standard or waste discharge requirement would be expected. Discharges from the Project during operations would be required to comply with NPDES Permit CAS612008 (RWQCB, 2015). In conjunction with consideration of the Conditional Use Permit and Design Review, the City would require that the Project include all measures needed to comply with NPDES Permit CAS612008. This permit would require that there is no discharge from the Project other than stormwater and exempted non-stormwater discharges such as air conditioning condensate that do not contain pollutants. Consistent with Low Impact Development standards, the Project design (refer to the Preliminary Design Drawings in Attachment 2) minimizes impermeable surfaces by gravel surfacing of roads and other areas not covered by buildings or equipment foundations. The design incorporates a system of onsite bioretention swales to provide water quality treatment to meet the City's municipal stormwater discharge requirements under NPDES Permit CAS612008. Project facilities would be unattended except for periodic inspections or maintenance and would be secured to preclude public access so there typically would be no generation of trash or debris that could impact stormwater runoff. Other project design features to minimize impacts on water quality consistent with NPDES Permit CAA612008 requirements include: • No outdoor storage or work areas are proposed; • No outdoor trash collection areas are proposed; • No floor drains or interior or exterior wash-down areas are proposed;				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
• No repair/maintenance bays or fueling areas are proposed; • Landscaping irrigation would be designed for efficiency and to promote infiltration and minimize runoff; • Landscaping maintenance would minimize use of pesticides and fertilizers; • Site storm drain inlets would be stenciled; • Avoidance of disturbance to natural water bodies and drainage systems; and • Ongoing maintenance of water quality controls and periodic inspections to ensure proper performance. The City has an inspection and enforcement program to ensure compliance with requirements of NPDES Permit CAA612008 and would require the Applicant to allow inspections by trained City staff. Considering existing requirements of the State General Permit for construction and NPDES Permit CAA612008, BMP's and other measures incorporated in the Project design, and inspection and enforcement measures available to the City, it is not expected that the Project would violate any water quality standards or waste discharge requirements. Therefore, there is no foreseeable impact.				
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
Less than Significant Impact: Operation of the Project would not typically use water. The Site would be unoccupied. Project construction would require water for dust control and compaction. Water would be supplied from the City water supply. This use would be short-term and would not represent a significant water demand that could substantially deplete groundwater supplies. The Project is designed consistent with Low Impact Development standard such as minimizing impermeable surfaces, and use of gravel surfacing and landscaping where possible instead of hardscape surfaces. Impermeable surfaces are broken into individual areas that would drain through gravel that would help maximize infiltration and to disburse flows, and through bioretention swales that would further slow runoff and facilitate infiltration. No material impact on recharge would be expected.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
Less than Significant Impact: The Project is designed consistent with Low Impact Development standard such as minimizing impermeable surfaces, and use of gravel surfacing and landscaping where possible instead of hardscape surfaces. Impermeable surfaces are broken into individual areas that would drain through gravel that would help maximize infiltration and to disburse flows, and through bioretention swales that would further slow runoff and facilitate infiltration.				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
Less than Significant Impact: The Project is designed consistent with Low Impact Development standard such as minimizing impermeable surfaces, and use of gravel surfacing and landscaping where possible instead of hardscape surfaces. Impermeable surfaces are broken into individual areas that would drain through gravel that would help maximize infiltration and to disburse flows, and through bioretention swales that would further slow runoff and facilitate infiltration. The project drainage is designed to drain to bioretention swales overflowing to the existing City stormwater network that currently receive runoff from the Site area. The Site would drain toward the northeast through an existing culvert under Willow Pass Road to a City pump station that discharges to a tidally influenced area.				
e) 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?	☐	☐	☒	☐
Less than Significant Impact: The project drainage is designed to maximize infiltration and slow runoff and to drain to the same City stormwater system as current conditions. The Project would be subject to NPDES General Permit conditions including implementation of a SWPPP and BMPs for water quality during construction. The General Permit conditions and limitations are designed to be protective to water quality. Following the General Permit requirements, Project construction would not provide a substantial additional source of polluted runoff. Operations would not result in any substantial sources of polluted runoff due to the enclosure of equipment and facilities. Considering the enclosed nature of Project facilities and other Project factors, and the bioretention swales and other Project design features in accordance with the Stormwater C.3 Compliance Guidebook, operations would not result in a substantial additional source of polluted runoff. Based on these factors, the				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>impact would be less than significant.</i>				
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
Less than Significant Impact: The potential to degrade water quality is addressed in Responses 9a, above. As described in that response, the proposed Project would be required to comply with the State General Permit for construction and NPDES Permit CAA612008 during operations, including implementation of BMPs and other design measures to prevent violation of any water quality standard. With BMPs and Project design measures to prevent violation of water quality standards, impacts to water quality would be less than significant.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
No Impact: The proposed Project does not involve placement of housing. Therefore, no impact would occur.				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
Less Than Significant Impact: The 100 year flood zone marginally infringes on the west, north and east edges of the Site (FEMA, 2015). Structures on the Site would be outside of the 100 year flood zone boundaries. Structures for portions of the electric tie-line would be located within the 100-year flood zone (Zone AE). FEMA has mapped the base flood elevation as 11 feet above mean sea level as measured using the standard North American Vertical Datum of 1988 (NAVD 88). Considering the relatively flat terrain where the electric tie-line would be located, anticipated low flood velocities would be very low. The negligible cross-sectional area of the electric tie-line structures would not measurably impede, redirect, or otherwise modify flood flows or elevations.				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
No Impact: Flooding is not a significant hazard for construction because the Site is almost exclusively outside of the mapped 100-year flood plain and because the short duration of construction results in a very low probability of flooding during construction (e.g., a one year construction schedule would have only a one percent chance of experiencing a 100-year flood). Furthermore, while the tie-line would traverse the 100-year flood plain, the relatively flat surrounding terrain would have low flood flow velocities that would provide warning of impending conditions in the unlikely event flooding were to occur during the construction period. Normal flooding also is not a significant hazard for Project operations because Site structures would be located outside the 100-year flood zone and because the proposed				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>facilities are not occupied. Considering these factors, the risk to people or structures from normal flooding would be less than significant.</i> <i>The Project would not be reliant on any levee for protection from the 100-year flood. Therefore, the risk of flooding due to failure of a levee is less than significant.</i> <i>There are no large dams in the immediate vicinity. The Pittsburg General Plan does not include a map of dam inundation hazard areas. The Bay Area Association of Governments published dam inundation hazard map does not show the Project area to be within any dam inundation hazard zone (Bay Area Association of Governments, 2017). Considering this, structures at the Site would not be within the dam inundation hazard zone. Furthermore, the Project does not propose any structure for human occupancy. Considering these factors, the risk to people or structures from dam failure would be less than significant.</i>				
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
No Impact: The majority of the Project Site including the areas where structures would be built ranges in elevation from approximately 14 to 20 feet above mean sea level (amsl). The Site is located approximately 0.7 mile south of the shoreline of the Sacramento/San Joaquin River delta. It is too high and far from the delta shoreline to be affected by seiche or tsunami. The electric tie-line would extend within approximately 0.25 mile from the shoreline and to near sea-level elevations. The delta water is relatively shallow making it incapable of generating a large seiche. Any foreseeable seiche would be low energy due to the relatively flat terrain and would be unlikely to approach the 100-year annual flood height that the structures would be designed for. Tsunami also is not a material risk. Modeling performed further to the west closer to San Francisco Bay shows that tsunami inundation at this distance from the ocean is not significant (CEMA et al., 2009; ABAG, 2017). For these reasons, seiche or tsunami are not a significant risk for the Project. The Project area is relatively flat and not in any concentrated drainage path from steep sloped areas where mudflows could originate. Therefore, the area not susceptible to mudflows. Based on mapping published by the Association of Bay Area Governments, the Project area is not within any mapped historic landslide, debris flow or earth flow (ABAG, 2017). Considering these factors, the proposed Project would not result in a significant risk due to seiche, tsunami or mudflow.				
X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
No Impact: The Project Site occurs on a portion of an existing privately owned parcel that does not provide any thoroughway or other public access way. The proposed Project would not result in any physical barrier or feature that could divide an established community.				
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
Less than Significant Impact: <i>The Project area and adjacent lands are in the City of Pittsburg jurisdiction. Existing uses surrounding the proposed Project include industrial and commercial developments to the north and south, a high voltage electric transmission line corridor to the west, and residential development to the east.</i> <i>The City of Pittsburg General Plan designates the Project Site as Business Commercial and the Site is zoned Industrial Park Limited Overlay (IP-O). The proposed use fits under the zoning code use classification of “major utility” which is defined, in part, to include power generation plants, substations, or similar facilities. The proposed use would require a zoning text amendment to amend the IP-O (Industrial Park with a Limited Overlay, Ord. No. 07-1284) District, or the “Empire Business Park Overlay District” such that a “major utility” would be a permitted with a use permit. In addition to the zoning text amendment, the Applicant is applying for a conditional use permit, design review and development agreement. A minor subdivision (lot line adjustment or parcel map waiver), or filing of a final map following the current Tentative Parcel Map in Attachment 1, may also be pursued that would subdivide the 35 acre parcel.</i> <i>The zoning text amendment would be consistent with the zoning code provided that the following findings can be made:</i> <i>It is necessary because there are special or unique characteristics of the site or improvements that require land use and development regulations that cannot be adequately accommodated or controlled by the base zoning district;</i> <i>It conforms to the general plan; and</i> <i>It generally complies with the land use and development regulations of the base zoning district.</i> <i>The zoning text amendment is necessary because the proposed use does not fall within any of the uses contemplated in the zoning code, since the proposed utility scale application of this technology has only recently become feasible due to substantial developments in battery technology, progress in the availability of renewable energy to power the electric grid, and state mandates for energy storage. The proposed project and others like it are designed, in part, to support achievement of State and federal renewable energy goals by providing a means to store excess energy generated at times of the day when wind and solar energy are generated at peak levels. The proposed use would:</i> <i>Provide a new economic and reliable means of capturing and managing renewable energy;</i> <i>Provide economic benefit to the City, the County, the region, and the State through construction jobs, property and sales taxes and increased energy efficiency and reliability;</i> <i>Help stabilize the electric grid and increase the effectiveness of both conventional and</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>renewable energy projects;</i> • <i>Support the achievement of local, State and federal renewable energy goals; and</i> • <i>Support the achievement of State goals for energy storage.</i> <i>The zoning text amendment would conform to the General Plan. The zoning text amendment would allow for the Project to be permitted consistent with design standards, and if approved the Project would be infill development within the City limits consistent with the General Plan guiding principles. The General Plan establishes that the Business Commercial designation is intended “to provide sites for administrative, financial, business, professional, medical, research and development, and public offices, as well as custom manufacturing, limited assembly, light manufacturing, warehousing and distribution, and support commercial uses.” The Project would be consistent with a warehouse type use.</i> <i>The purpose of the IP base zoning district is to provide sites in landscaped settings for service-oriented commercial and light industrial uses with limited customer presence and turnover, including industrial office centers, research and development facilities, limited industrial activities (including production and assembly but no raw materials processing or bulk handling), limited and warehouse type retail and commercial activities, and small scale warehouse distribution (Zoning Code Section 18.54.005). The proposed Project would be consistent with this purpose. The zoning text amendment would apply to the “Empire Business Park Overlay District” (Ord. No. 07-1284) and would require a use permit. Site Plan review that would be required for the Project would ensure that the project is compliant with the base zoning of Ord. No. 07-1284.</i> <i>The West Alignment of the tie-line would be located on lands designated as Business Commercial and Industrial, and also would follow an existing high voltage transmission corridor through an area designated as Open Space. A short segment where the tie-line would cross an abandoned rail spur is designated Utility/ROW. The West Alignment is zoned Industrial Park Limited Overlay (IP-O), and Open Space, and General Industrial (IG). A short segment crossing the abandoned rail spur is zoned Governmental and Quasipublic (GQ).</i> <i>The Middle Alignment of the tie-line would be located on lands designated as Industrial. A short segment where the tie-line would cross an abandoned rail spur is designated Utility/ROW. The Middle Alignment is zoned General Industrial (IG), except a short segment crossing the abandoned rail spur is zoned Governmental and Quasipublic (GQ).</i> <i>The East Alignment of the tie-line would be located on lands designated as Industrial and Service Commercial Limited Overlay (CS-O), except a short segment crossing the abandoned rail spur is zoned Governmental and Quasipublic (GQ).</i> <i>The electric tie-line fits under the zoning code use of “minor utility” which is defined, in part, to include utilities necessary to support legally established uses and involves only minor facilities or structures such as aboveground distribution or transmission lines. Minor utility use is an allowable use for each of the zoning designations that would be traversed by any of the three potential alignments (Zoning Code section 18.54.010). Therefore, the proposed electric tie-line would be consistent with existing land use zoning.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Pursuant to Pittsburg Municipal Code (PMC) Section 18.74.040, the development regulations applicable to the existing IP-O zoning district encompassing the Site would be adjusted to accommodate the Project as set forth in the Project Description, which shall be deemed to constitute an "overlay plan" as contemplated by PMC Section 18.74.030 and 18.74.050. The Project encompassed by this Initial Study includes the overlay zone text amendment specifying major utility as an allowable use on the Project Site as described above, with Design Review, in the Empire Business Park Overlay District. Setback, lot coverage, landscaping and other requirements specified for this district would remain unchanged, and would accommodate the Project layout as designed.</i> <i>With adoption of the proposed overlay zone text amendment, the Project would be consistent with the City zoning code. The Project site also is governed by a restrictive land use covenant (LUC) between UPI and DTSC. The proposed Project would be consistent with the LUC as previously described in Response 8.d of this Initial Study.</i>				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
No Impact: The Applicant proposes to comply with the East Contra Costa County HCP/NCCP requirements for areas of the Project in the HCP/NCCP area. Planning level surveys have been conducted and the Applicant has submitted an application to the City for coverage under the HCP/NCCP. No other HCP or NCCP is applicable to the Project area. Because the Applicant proposes to comply with the HCP/NCCP requirements, there would be no conflict.				
XI. MINERAL RESOURCES -- Would the project:				
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?	☐	☐	☐	☒
No Impact: The proposed Project would be located in an area classified by the California Department of Conservation as Mineral Resource Zone (MRZ)-1. This designation means that the State has determined adequate information exists to indicate "that no significant mineral deposits are present" or to judge that "little likelihood exists for their presence" (California Department of Conservation, 1996). Therefore, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or 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?	☐	☐	☐	☒
No Impact: No locally-important mineral resource is known to occur in the Project area or delineated to occur in the City's General Plan. Therefore, no impact would occur.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
Less Than Significant Impact With Mitigation Incorporated: According to the City of Pittsburg General Plan Noise Element, substantial existing noise sources in the Project area include trains and street traffic. The General Plan identifies Willow Pass Road as a substantial noise source in the area, with buildout traffic projected to result in noise at up to 79 dB 100 feet from the road, which includes the north edge of the Project Site. The City's Noise Ordinance (Section 9.44.010) does not establish numerical noise level limits related to fixed noise sources or construction noise but makes it unlawful for any person to make, continue or cause to be made, or continue any noise which either unreasonably annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of others, within the limits of the City. The City's Building and Construction Ordinance (Section 15.88.060.A.5) prohibits grading noise, including warming up equipment motors, within 1,000 feet of a residence between the hours of 5:30 p.m and 7 am weekdays, unless otherwise approved by the City Engineer. Relevant General Plan Goals limiting noise for land use compatibility include: • Policy 12-P-1 establishes that the maximum exterior noise level considered to be "normally acceptable" for the business commercial land use category is 70 dB. • Policy 12-P-9 establishes that generation of loud noises on construction sites adjacent to existing development should be limited to normal business hours between 8 am and 5 pm. Construction would generate noise on the Site consistent with typical construction activities. Heavy equipment and other mechanized equipment and vehicles would be used. Internal combustion engines, mechanized equipment, grading, material handling and other activities would generate noise. The noise levels from construction activities would vary during the different construction tasks, depending upon the activity locations and number and types of activities. Mitigation measure NOISE-1 would ensure that noise generated by construction onsite is controlled consistent with General Plan Policy 12-P-9. In addition, loud construction activities would be further limited to hours dictated by City ordinances including, but not limited to, Section 15.88.060A.5. With the noise ordinance in place, implementation of NOISE-1 would limit construction noise impacts to a less than significant level. Operation of the Project would not generate loud noise. Low noise levels would be emitted, primarily from outdoor electrical equipment and roof-mounted heating, ventilation and air conditioning motors and fans. The only sensitive noise receptors in the immediate site vicinity are residences located to the east. The facility design includes a building at the east end of the Site to effectively shield those residences from noise generated by electrical equipment. Noise modeling was conducted for Project operations using an assumption of all equipment in operation at the same time. Modeling is outlined in Appendix D and results show that the nighttime noise at the closest residences would be approximately 2.5 dBA				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
above the average nighttime noise hour. Less than 3.0 dBA is not generally discernable so the 2.5 dBA increase would not be significant. Given the low levels of noise emitted and the location of noise generating equipment onsite, the Project would meet the noise level standard of General Plan Policy 12-P-1 at the property lines. Considering these factors, noise impacts from operations at the site would be less than significant. In addition to the stationary noise sources on-site, the tie-line would have the potential to emit corona noise from the breakdown of air into charged particles in the electric field surrounding the surface of conductor wires. Corona noise levels vary widely based on humidity and other factors. Possible corona noise levels were modeled for the closest residences for each of the possible tie-line routes and results show corona noise levels at the closest residences are less than 25 dBA equivalent continuous level. This sound level is far below baseline noise levels and, therefore, would not be discernable. Therefore, the corona noise at nearest residences would be less than significant. <u>Mitigation Measure NOISE-1:</u> Loud construction work adjacent to development shall be limited to normal business hours between 8:00 am and 5:00 pm.				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
Less Than Significant Impact: Grading may generate localized low-level groundborne vibration and noise but would not generate excessive groundborne vibration or noise due to separation from sensitive receptors. Groundborne vibration and noise is attenuated rapidly with distance and the nearest sensitive receptors are residences to the east located approximately 100 feet or more from substantial grading activities. Considering this distance, groundborne vibration impacts would be less than significant.				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
Less than Significant Impact: Construction noise impacts would be short term and, therefore, would not result in a permanent increase of ambient noise. Operation of the Project would not generate loud noise. Low noise levels would be emitted, primarily from outdoor electrical equipment and roof-mounted heating, ventilation and air conditioning motors and fans. Given the low levels of noise emitted and the location of noise generating equipment onsite, the Project design is expected to meet the noise level standard of General Plan Policy 12-P-1 at the property lines. The only sensitive noise receptors in the immediate site vicinity are residences located to the east. The facility design includes a building at the east end of the Site to effectively shield those residences from noise generated by electrical equipment. Considering these factors, long-term noise impacts would be less than significant.				
d) A substantial temporary or periodic increase in ambient noise levels in the	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
project vicinity above levels existing without the project?				
Less Than Significant Impact With Mitigation Incorporated: Construction would result in a temporary increase in ambient noise levels as described in Response (a) above. In addition, operations would result in low noise levels expected to be at or below the 70 dB General Plan Policy consistent with limits for the business commercial land use designation as described in Response (a) above. Mitigation measure NOISE-1 would ensure that noise generated by construction is controlled consistent with General Plan Policy 12-P-9. In addition, facility construction and operations would be required to comply with City noise protection ordinances. Because noise levels would be consistent with City standards, the impact would be less than significant.				
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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
No Impact: The Project area is not within an airport land use plan or within two miles of a public or public use airport. The closest airport is in Concord more than seven miles to the southwest.				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
No Impact: There is no private airstrip in the vicinity of the Project area. The closest airport is in Concord more than seven miles to the southwest.				
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
No Impact: The proposed Project would not generate population growth, either directly or indirectly. It does not propose any housing or commercial development, nor extension of roads or expansion of infrastructure. Construction jobs would be short term and, therefore, would be expected to be filled by the existing regional workforce without inducing long-term growth. During operations, Project facilities would be unoccupied but visited periodically through the year for equipment inspections, monitoring and testing, and maintenance as needed. It is expected that operations positions would be filled with the existing workforce without relocation. Because the proposed Project would not generate new long-term full-time				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>jobs or commercial businesses, construct new housing, or extend existing infrastructure, it is not expected to generate population growth.</i>				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
No Impact: Existing housing would not be displaced by the construction or operation of the proposed Project. The Site is on land that is currently vacant and undeveloped. Therefore, no impacts would occur.				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
No Impact: No people would be displaced by the construction or operation of the proposed Project. The Site is on land that is currently vacant and undeveloped. Therefore, no impacts would occur.				
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
No Impact: The proposed Project would be designed and constructed to follow CCCFPD requirements for access, fire water supply, and vegetation management. The final design would be subject to CCCFPD review and approval. The presence of oil in transformers onsite would require submittal of a Hazardous Materials Business Plan on the California Environmental Reporting System with an emergency response plan with emergency coordinator contact information and mechanisms for emergency access to the unoccupied Project Site. Onsite roads would be constructed with a compacted subgrade and compacted gravel surface and would be maintained in a drivable condition for the duration of construction and operations. Access/egress gates would be constructed in compliance with specifications of Contra Costa County Fire Prevention Regulations. California Fire Code Section 304.1.2 would require the Project to be maintained free of vegetation capable of being ignited or endangering property. All electrical systems for the Projects would be required to be constructed in accordance with applicable codes. With adherence to these requirements, the				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Project is not expected to create a capacity or service level problem related to fire protection. No new or modified government facilities would be needed to provide fire protection for the Project. Therefore, there would be no impact.</i>				
Police protection?	☐	☐	☐	☒
No Impact: The proposed Project would be located in the City of Pittsburg which provides police protection and public safety within the City limits. Construction and operation of the Project would not generate a material demand on police services. The Site would be fenced with controlled access gates that would avoid the need for routine police protection services. Security cameras and alarms would be monitored remotely. Construction and operation of the Projects are not expected to generate population growth. Project facilities would be typically unoccupied during operation. Considering these factors, the proposed Project would not result in an adverse impact on City of Pittsburg Police Department response times, service ratios, or other performance objectives, nor would it result in the need for new or modified police facilities. No new or modified government facilities are needed to provide police protection for the Project. Therefore, there would be no impact.				
Schools?	☐	☐	☐	☒
No Impact: As described in Response XIII(a), above, the proposed Project would not generate population growth. Therefore, no new demands on school facilities would occur, and there would be no impact on school capacities, service levels or performance objectives. The proposed Project would not require new or physically altered school facilities. Therefore, there would be no impact.				
Parks?	☐	☐	☐	☒
No Impact: As described in Response XIII(a), above, the proposed Project would not generate population growth. Therefore, no new demands on park facilities would occur and there would be no impact on park capacities, service levels or performance objectives. The proposed Project would not require new or physically altered park facilities. Therefore, there would be no impact.				
Other public facilities?	☐	☐	☐	☒
No Impact: As described in Response XIII(a), above, the proposed Project would not generate population growth or extend infrastructure. It would not create a substantial new demand for services and would not require new or physically altered public facilities. Therefore, there would be no impact related to new or physically altered government facilities.				
XV. RECREATION --				
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?	☐	☐	☐	☒
No Impact: As described in Response XIII(a), above, the proposed Project would not generate population growth. Additionally, it would not displace, affect access to, or otherwise				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>physically affect any park or recreational facility. Therefore, no increase or change would occur in the use of any park or recreational facility. Therefore, the proposed Project would not result in or accelerate physical deterioration of any park or recreational facility.</i>				
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?	☐	☐	☐	☒
No Impact: As described in Response XIII(a), above, the proposed Project would not generate population growth. Additionally, it would not displace, affect access to, or otherwise physically affect any existing park or recreational facility nor does it propose any new recreational facility.				
XVI. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
Less than Significant Impact: As described in Response XIII(a), above, the proposed Project would not generate population growth. Project-related trips would be generated primarily during construction. Following construction, Project facilities would be unattended and visited periodically through the year for equipment inspections, monitoring and testing, and maintenance as needed. These periodic visits during operations represent negligible trip generation. Vehicles would access the Site from Willow Pass Road reached primarily via arterial roads from State Highway 4 including California Avenue (Minor Arterial), Railroad Avenue (Major Arterial), West 10th Street (Major Arterial), and Bailey Road (Major Arterial). The various routes available would tend to break up Project-related traffic on the arterial roads between State Highway 4 and Willow Pass Road. Willow Pass Road is a designated Major Arterial. Near the proposed Project it is a two lane paved road with 12 foot travel lanes, paved shoulders, and left turn pockets, within a 60-foot-wide ROW. The Site frontage on Willow Pass Road has sidewalks, curbs and gutters. Willow Pass Road has bus service via Tri Delta Transit with a bus stop east of the Site frontage at Willow Pass Road and Enterprise Circle (Tri Delta Transit, 2017). Willow Pass Road has a bike lane, but it is not marked as such (Reinders, 2017). Construction would occur over a six to 12 month period during which the peak number of				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
construction workers is expected to be approximately 75. In addition, deliveries during construction would generate an estimated 5 round trips spread throughout the day during peak construction activities. Construction worker and delivery traffic would incrementally add to existing traffic on Willow Pass Road and other arterial roads between Willow Pass Road and State Highway 4. Willow Pass Road and other arterials that may be used generally do not have existing capacity issues and can accommodate the short term construction traffic trip generation without exceeding the capacity of the existing circulation system (Reinders, 2017). The expected peak hour traffic considering the estimated 75 construction workers for peak activities would be considerably below the 100 peak hour trip threshold at which the City typically requires a detailed traffic analysis. Additionally, Project construction workers are expected to be primarily be from the existing regional workforce currently contributing traffic to regional transportation routes including State Route 4. Considering the relatively low number of trips generated and the expected use of the existing regional workforce, the short term of construction trip generation would not result in a substantial capacity impact on State Highway 4. If the Project is required to connect to the existing water main in Willow Pass Road, a traffic management plan would be implemented pursuant to encroachment permit requirements from the City. A short-term lane closure may be required but work in the road is limited in scope and would be completed quickly with the road remaining open with traffic control. The nearby bus stop east of the site at Willow Pass Road and Enterprise Circle would not be affected. Construction parking and staging would be off-street on private property where it would not affect access to any public transportation. The proposed Project would not have a substantial effect on mass transit or bicycle transportation since Willow Pass Road would remain open. Considering the above analysis, the impact to the existing circulation system would be less than significant.				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
See Response to XVI, above.				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
No Impact: The proposed Project would not affect any air traffic patterns or levels. There are no airports in the Project vicinity and the Project would not have an effect on any airport or on air travel.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
Less than Significant Impact: The proposed Project does not include any new construction or realignment of existing road facilities. The Site is within an existing parcel and the Project would not require new or modified streets or intersections. The Site would be accessed by an existing paved driveway capable of accommodating anticipated construction trip generation. Willow Pass Road includes a left turn pocket at the driveway location and is straight with clear vision in both directions from the driveway entrance providing an adequate line-of-sight for safe entrance and exit. Some construction deliveries to the Site could be oversized or overweight. Vehicles providing deliveries would be subject to size, weight, and load restrictions pursuant to the California Vehicle Code Division 15, including permits for oversize or overweight loads as required by the California Vehicle Code Section 35780 and California Code of Regulations Title 21 Section 1411.1 et seq. Considering existing laws and regulations for limiting hazards of oversize loads, oversize loads during the short duration of construction would not be an incompatible use. During operations, the Site would typically be unattended. Considering the low volume of traffic that would be generated by site visits, and the location of the driveway on a straight segment of Willow Pass Road with good visibility, operations would not substantially increase hazards due to design features or incompatible uses. Considering these factors, neither construction nor operation would substantially increase hazards due to a design feature or incompatible use.				
e) Result in inadequate emergency access?	☐	☐	☒	☐
Less than Significant Impact: The proposed Project would not result in inadequate emergency access. It would not obstruct existing access routes, and onsite access roads and gates would be provided in accordance with CCCFPD requirements. Willow Pass Road would remain open during construction. Lane closure, if any, would be short-term and through passage would be maintained with traffic controls under an encroachment permit from the City. Considering these factors, the impact would be less than significant.				
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
XVII. TRIBAL CULTURAL RESOURCES -- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Resources Code section 21074 as either a site, feature, place, cultural landscape, that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
No Impact: A cultural resource records search was conducted through the CHRIS Northwest Information Center. The record search indicated that portions of the Project area were included in cultural resource surveys in 1988, 1995, 1996 and 2001. The first three of these were for water conveyance structures and projects. The last was of the Montezuma Enhancement Site, associated with the Pittsburg and Contra Costa County Power Plants. In addition, there were 18 other surveys that may have included portions of the Project area. These, however, either had little or no fieldwork or were missing maps. The record search additionally revealed that there are no known archaeological or historic sites within the proposed Project Site or electric tie-line potential routes and that there are no known prehistoric archaeological sites within a one-half mile radius of the Project. A search of the NAHC Sacred Lands File failed to indicate the presence of Native American cultural resources in the Project area (Appendix E). As neither the proposed site nor the electric tie-line routes contain any identified archaeological, historic, or tribal cultural resources, as defined in Public Resources Code section 21074, there would be no effect on Tribal Cultural Resources.				
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.	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
No Impact: A cultural resource records search was conducted through the CHRIS Northwest Information Center. The record search indicated that portions of the Project area were included in cultural resource surveys in 1988, 1995, 1996 and 2001. The first three of these were for water conveyance structures and projects. The last was of the Montezuma Enhancement Site, associated with the Pittsburg and Contra Costa County Power Plants. In addition there were 18 other surveys that may have included portions of the Project area. These, however, either had little or no fieldwork or were missing maps. The record search additionally revealed that there are no known archaeological or historic sites within the proposed Project Site or electric tie-line route and that there are no known prehistoric archaeological sites within a one-half mile radius of the Project. A search of the NAHC Sacred Lands File failed to indicate the presence of Native American cultural resources in the Project area. As neither the proposed site nor the electric tie-line potential routes contain any archaeological, historic, or tribal cultural resources, as defined in Public Resources Code section 21074, there would be no effect on Tribal Cultural Resources, and there are no resources 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. Consequently, there would be no effect upon such resources.				
XVIII. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
No Impact: The proposed Project would not discharge wastewater. No wastewater treatment requirements are applicable. Portable sanitary facilities would be provided on the Site and maintained by a licensed contractor for the term of construction.				
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
Less than Significant Impact: The proposed Project would not discharge wastewater. The Project water demand would be minimal, consisting of a temporary demand for construction and landscape water for operations. The existing City water supply main in Willow Pass Road is adequate to serve the project without expansion of existing facilities (Mata, 2017). A short tie-in to the main would be required for the project if the project cannot tie into the existing water supply infrastructure on the 35-acre parcel.				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
Less than Significant Impact: No new or expanded drainage facilities are required offsite. Drainage from the site would flow to existing catch basins and an existing culvert near the				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>northeast corner of the Site that would convey water beneath Willow Pass Road to an existing pump station with capacity for the anticipated flow. Therefore, there would be no impact.</i>				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
Less than Significant Impact: Project water demand would be minimal, consisting of a temporary demand for construction and landscape water for operations. The facility would be unattended and does not include sanitary facilities or other water needs other than minimal landscaping to satisfy City landscaping requirements. Water for construction and landscaping would be obtained from the City. Water is available from the City and existing City water entitlements and resources are adequate to serve the project (Mata, 2017).				
e) 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?	☐	☐	☐	☒
No Impact: The proposed Project would be unattended and would not need waste water services. No potable water or permanent sanitary facilities are proposed. Portable sanitary facilities would be used onsite for construction with regular pumping and maintenance by a licensed contractor. Because there would be no need for wastewater service to the Site, there would be no impact.				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
Less than Significant Impact: Most construction waste streams would consist of recyclable materials such as wood pallets, plastic and paper packaging and scrap metal that can be taken to a waste recycling center. Furthermore, construction would only generate waste for a short period of time. Generation of waste from construction that would need to be landfilled would be limited and would be short-term. The proposed project would be served by Keller Canyon Landfill, which is a class II landfill that accepts municipal solid waste. The landfill has a daily maximum capacity limit of 3500 tons/day and 320 truck trips. Keller Canyon Landfill has 52 million cubic yards of capacity remaining and is projected to have sufficient capacity for another 30 years. Total waste generated by the proposed project during construction and operation would not be substantial relative to the capacity of the landfill therefore, impacts would be less than significant. Quantities of non-hazardous and hazardous waste generated by routine operations would be negligible. At the end of battery life, battery modules would be removed from the battery racks and returned to the manufacturer or their approved and permitted recycling partner(s) for dismantling, material processing and recovery.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
Less than Significant Impact: The proposed Project would be required to comply with all relevant statutes and regulations and the Project as proposed would not conflict with any statute or regulation.				
XIX. MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the project have the potential to 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, 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?	☐	☒	☐	☐
Less than Significant Impact With Mitigation Incorporated: With the exception of a portion of the tie-line West Alignment, if used, the Project footprint is within non-native grassland and urbanized portions of the HCP/NCCP that do not provide critical habitat. The Project would comply with the HCP/NCCP including mitigation fees and pre-construction surveys to ensure that impacts to affected resources are mitigated. The portion of the tie-line West Alignment that is north of Willow Pass Road includes wetlands that may provide habitat for several protected species. Mitigation Measures BIO-1 through BIO-5, would protect habitat and sensitive species that may occur in that area. These measures include minimization of impacts to the extent feasible and offsetting measures for impacts that cannot be avoided. Permanent impacts in wetland habitat where these species may occur would be approximately 0.38 acres or less. Considering the small area of important habitat that could be affected long term, with implementation of mitigation measures BIO-1 BIO-2, BIO-3, AND BIO-4, the Project would not have the potential to 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, nor reduce the number or restrict the range of a rare or endangered plant or animal. There are no structures on the Project Site and no significant historic or prehistoric resources are known to occur onsite based on a records search and Tribal outreach. Tie-line locations have not been surveyed for cultural resources. Mitigation Measure CUL-1 would require that the tie-line route be surveyed by a qualified professional and that significant resources, if present, be avoided by the tie-line design or, if unavoidable, be mitigated through proper research and documentation. Mitigation Measures CUL-2, CUL-3 and CUL-4 provide for protection of cultural resources in the event of a new discovery. Mitigation Measures CUL-1, CUL-2, CUL-3 and CUL-4 would ensure that impacts to cultural resources would be less than significant in the event cultural resource were to occur in the Project construction area.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☒	☐	☐
Less than Significant Impact With Mitigation Incorporated: As described in preceding sections of this Initial Study checklist, the Project would have no impact on agricultural or forest lands, mineral resources, growth, population, housing, schools, parks, libraries, recreation, or public services, and the Project would not conflict with biological resource conservation plans, air quality protection plans, traffic congestion management plans, or other established environmental plans or policies. The Project would be consistent with the City Zoning ordinance with the adoption of a zoning text amendment such that a major utility would be permitted with a use permit. Because the Project would have no impact or conflict in these topic areas, there is no potential for the Project to have a cumulative effect in these topic areas with other past, current or probable future projects. The Project would not affect any designated scenic vista nor would it damage any scenic resources. The Project Site is in an industrial and commercially developed area and would be located on land zoned Industrial Park-Limited Overlay. The possible tie-line routes are through either existing industrial areas or adjacent to an existing major high voltage transmission line corridor. Considering these factors, the cumulative impact on aesthetic resources would be less than significant. Air quality cumulative impacts are addressed in Section III of this Initial Study checklist and are less than significant. As described in Section IV of this Initial Study, impacts to biological resources would be limited since, with the exception of a portion of the tie-line West Alignment, if used, the Project is in disturbed and urban habitat and impacts to biological resources would be mitigated through compliance with the HCP/NCCP. For the portion of the tie-line West Alternative where sensitive habitat and sensitive species may occur, Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-4 would limit impacts to a less than significant level and compensate for long term impacts with 3:1 habitat compensation for wetlands disturbances. The Applicant's Project Description incorporates HCP/NCCP requirements and Mitigation Measure BIO-5 would require payment of HCP/NCCP mitigation fees to be paid in advance of non-native grassland disturbance. With these measures, impacts to biological resources would be fully mitigated and would not have the potential for significant cumulative effects. No significant cultural resources are known to occur. Mitigation Measures CUL-1, CUL-2, CUL-3 and CUL-4 would ensure that impacts to cultural resources are mitigated in the event of an unexpected cultural resource discovery so that there are no cumulative impacts. The Project would have no cumulative impact related to geology or soils. The Project would not impact important mineral resources or unique geologic features. Geologic hazards, by				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>nature, are facility-specific and do not have the potential for cumulative effects. The Project would have no impact on seismic hazards at other locations, and no other reasonably foreseeable project could affect seismic hazards at the site. Therefore, there is no cumulative impact related to seismic shaking.</i> <i>As described in Section VII of this Initial Study checklist, once constructed, the Project would not generate GhG emissions. The Project could be used to store energy from renewable projects such as solar and wind generation projects, reducing dependency on fossil fuel-produced electric energy and supporting the achievement of local, state and federal renewable energy goals directed at GhG reduction. Considering these factors, the Project would not have cumulative adverse GhG emission impacts.</i> <i>As described in Section VIII of this Initial Study checklist, impacts of the Projects related to hazards and hazardous materials would be less than significant. Construction of the Projects would require the use of fuels, lubricants and other hazardous materials typical of construction sites and would be short term. No cumulative impact is anticipated. The facility would be unoccupied and operations would not typically require handling of hazardous materials. The project would be required to comply with all existing laws for safe handling of materials and no cumulative impact is anticipated.</i> <i>The Project would not violate any water quality standard or waste discharge requirements or affect water quality. Therefore, there would be no cumulative effect in these areas. There would be no cumulative impact to hydrology because the Site would be designed in accordance with to drain to the same City-maintained system as existing conditions. The grading plan would be subject to review by the City's Building Division and the design includes bioretention swales and other BMPs features in accordance with the Stormwater C.3 Compliance Guidebook.</i> <i>Construction noise would be short term and following construction the Project would not be a source of loud noise. The Project is designed with a building at the east end of the site where it would shield the closest sensitive receptors from low levels of noise generated by electrical equipment. The facility would comply with General Plan Policy noise levels. Considering these factors, the cumulative noise impact would be considerable.</i> <i>As described in Section XVI of this Initial Study checklist, the Project would generate negligible traffic once construction is complete. No projects or other undertakings have been identified in the Site vicinity that could result in a considerable short term cumulative impact. Following construction, operations would typically be unattended, with routine monitoring and maintenance occurring during occasional site visits (e.g., monthly or less frequent over the long-term), which would be a negligible traffic impact. The Project would not involve new construction or realignment of any roads. The Project would be developed in conformance with all applicable plans, policies, programs, and ordinances related to transportation. Considering these factors, cumulative traffic impacts would be less than significant.</i> <i>Considering the factors addressed above, the Project would not have significant cumulative impacts with mitigation incorporated.</i>				
c) Does the project have environmental effects which will cause substantial	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
adverse effects on human beings, either directly or indirectly?				
<i>Less than Significant Impact With Mitigation Incorporated:</i> The Project does not have the potential for environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly, other than those addressed in preceding sections of this Initial Study checklist. As described in preceding sections of this Initial Study checklist, the Project would have no impact on agricultural or forest lands, mineral resources, growth, population, housing, schools, parks, libraries, recreation or public services, and the Project would not conflict with zoning, land use, biological resource conservation plans, air quality protection plans, energy plans or policies, transportation, traffic and congestion management plans, or other established environmental plans or policies. The Project would not have substantial adverse effects related to aesthetics, air quality, energy consumption, greenhouse gasses, geology and soils, hazards or hazardous materials, hydrology, water quality, transportation or utilities. With recommended mitigation measures BIO-1 through BIO-5, CUL-1 through CUL-4, and NOISE-1 identified in Sections IV, V, and XII, respectively, of this Initial Study checklist, the Project would have less than significant impacts related to biological resources, cultural resources, and noise. There would be no significant direct, indirect or cumulative impacts with these mitigation measures incorporated.				

3.4 List of Preparers

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Appendix A
Detailed Project Description

Project Description

Diablo Energy Storage

**701 Willow Pass Road
Pittsburg, California 94565**



August 2017

Submitted to:
City of Pittsburg
Planning Department
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Pittsburg, CA 94565

Submitted by:
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TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	PURPOSE.....	2
3.0	PROJECT DESCRIPTION.....	2
3.1	Location.....	2
3.2	Design.....	2
3.3	Tie-line Routing	4
3.4	Construction	5
3.5	Stabilization of Temporary Disturbances.....	8
3.6	Operations	8
4.0	PROJECT SCHEDULE.....	9
5.0	APPLICANT	9

LIST OF TABLES

Table 1A: Summary of Total Disturbance by Project Feature and Habitat Type

Table 1B: Summary of Long-Term Disturbance by Project Feature and Habitat Type

LIST OF FIGURES

Figure 1	Project Location
Figure 2	Site Photographs
Figure 3	Land Cover Map

LIST OF ATTACHMENTS

Attachment 1:	Tentative Parcel Map
Attachment 2:	Preliminary Site Plans

1.0 INTRODUCTION

Diablo Energy Storage, LLC proposes to install one or more single story buildings on a graded and vacant approximately 12 acre site (Site) representing a portion of an approximate 35 acre parcel (Parcel) located at 701 Willow Pass Road, Pittsburg, California (APN 085-280-010). The Parcel is designated Business Commercial (BC) in the General Plan and zoned Industrial Park-Limited Overlay (IP-O). The proposed use will require a zoning text amendment to amend the IP-O (Industrial Park with a Limited Overlay, Ord. No. 07-1284) District, or the “Empire Business Park Overlay District”, such that a “major utility” would be permitted with a use permit. In addition to the zoning text amendment, Diablo Energy Storage, LLC is applying for a conditional use permit, design review and development agreement. A minor subdivision (lot line adjustment or parcel map waiver), or filing of a final map following the current Tentative Parcel Map in Attachment 1, may also be pursued that would divide the Site from the 35 acre Parcel.

The buildings will house advanced energy storage technology (e.g., lithium ion batteries) which, together with related control equipment including inverters, transformers, and a small onsite electric substation, will be connected via a new electric tie-line to the existing Pacific Gas & Electric Company (PG&E) Pittsburg Substation located approximately 0.6 mile north of the Site. The facility will be unoccupied and is designed for full remote operation. Diablo Energy Storage, LLC is the Applicant for development permits and will be the Lessor of the property.

The facility will not generate electricity. Rather, it will provide a service by receiving energy (charging) from the point of interconnection (POI) with the PG&E electric transmission system, storing energy, and then later delivering energy (discharging) back to the POI. The Site is within the East Contra Costa Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) area. Two alternate routes being considered for a tie-line to the POI are also within the HCP/NCCP area and a third alternative route being considered extends out of the HCP/NCCP area as described further under the subheading of West Alignment.

The Site is currently vacant with no structures. The Parcel is subject to a Covenant to Restrict Use of Property – Environmental Restriction dated July 27, 2007. Per terms of the Covenant, certain uses and activities on the Parcel are prohibited due to the presence of low concentrations of constituents of concern in ground water. The restrictions prohibit certain uses for the Parcel including raising food, drilling for drinking water, extraction of ground water, schools for persons under 21 years of age, day care centers, residences, and hospitals for humans. The proposed use of the Site is consistent with uses allowed by the Covenant.

The proposed use is compatible with the surrounding area and will have little or no effect on environmental resources or local services given its location on a vacant Site, its unmanned operating profile, and proximity to existing infrastructure. When operating, the proposed use will not create emissions to air, will not require sanitary facilities, and will not require water except to maintain water efficient landscape to meet City requirements.

2.0 PURPOSE

The purpose of the proposed development is to reliably and economically receive, store and discharge electric energy from the California Independent System Operator-controlled electric grid, including renewable energy produced by existing solar and wind resources in the region. The project will interconnect to the CAISO grid at the nearby PG&E's Pittsburg Substation. Construction of the project will:

- Provide a new economic and reliable means of capturing and managing renewable energy;
- Provide economic benefit to the City of Pittsburg, Contra Costa County, the region, and the State, through construction jobs, property and sales taxes, and increased energy efficiency and reliability;
- Help stabilize the electric grid and increase the effectiveness of both conventional and renewable energy generation projects;
- Support the achievement of local, state and federal renewable energy goals; and
- Support State goals for energy storage.

3.0 PROJECT DESCRIPTION

3.1 Location

The Site is located on the south side of Willow Pass Road just west of the point where West 10th Street becomes Willow Pass Road (Figure 1). The Site is Parcel B of the overall 35 acre Parcel as shown in Attachment 1. Photographs of the Site are provided in Figure 2. Preliminary Design Drawings for the project are provided in Attachment 2.

3.2 Design

The batteries will absorb and discharge electrical energy from and to the PG&E-owned and California Independent System Operator-controlled power grid. Batteries will be housed inside the buildings secured in racks arranged in rows with aisles for access. The batteries will be connected in series and in parallel to provide the total energy storage capacity. A Relay and Communications (R&C) room will be provided in the buildings for automated monitoring and managing of the batteries to ensure design performance and system life

Power inverters, medium voltage transformers, and a small onsite electric substation with a transformer will be installed. Conductors in underground conduits will be used to connect the buildings, inverters and transformers. Bi-directional inverters will be used to convert between direct current (DC) power in the battery systems and alternating current (AC) power of the electric grid. Inverters will be outdoor-rated skid mounted systems with equipment in weatherproof enclosures. The preliminary design is for bi directional inverters rated at 480 volts (V) AC, one medium voltage transformer for each one or two inverters, and a high voltage transformer within the onsite substation. Final design will include value engineering and a different number of inverters and transformers may be used. The output from the medium voltage transformers will be aggregated and stepped up to 230 kV by the high voltage transformer at the onsite electric substation.

The substation area will be fenced (in accordance with high voltage electric code requirements) and will include the high voltage transformer, switchgear and an approximately 24-foot wide x 50-

foot high H-frame structure with switches, lightning arrestors and metering equipment. The onsite substation will be connected to the existing PG&E Pittsburg Substation to the north via an overhead 230 kV electric tie-line. The electric tie-line will be constructed, owned and operated by the Applicant or other appropriate entity to a point of change in ownership (POCO) located just outside the Pittsburg Substation. Improvements within the Pittsburg Substation and between the Pittsburg Substation and the POCO will be installed by PG&E, and are within the scope of the environmental review to be conducted by the City.

The facility will be designed and constructed to comply with all applicable codes in effect in the City at the time of building permit submission. Each battery module is a sealed finished UL listed article installed as a component in device (battery rack) containing integrated safety systems to actively monitor electrical current, voltage and temperature to optimize performance, mitigate potential failures, and prevent upset. Batteries performing out of specification will be immediately taken off line by the automated monitoring system. There is no venting or release from the individual cells, cell packs, or casings and the batteries are not opened for use, maintenance, or other purposes. The buildings will be outfitted with fire suppression equipment to meet or exceed applicable fire safety codes and standards. The fire protection plan will include prevention, suppression, isolation methods and materials. At a minimum, this will include: smoke/fire detection sensors; ground fault detection, alarms, and systems for automatic shutdown of all cooling fans and opening of electrical contacts in the battery system; and systems for automatic release of a fire suppression agent appropriate to the battery technology. Typically, such systems use a clean fire suppression agent such as DuPont's FE-25, FM-200, or 3M's Novek 1230, designed specifically for electrical installations to reduce damage to uninvolved equipment. Water sprinkler or mist systems will also be provided as required by the fire code.

The project is designed consistent with low impact development standards and the Contra Costa Clean Water Program Stormwater C.3 Guidebook storm water management requirements. Impermeable surfaces are minimized and include building footprints and concrete pads for the substation and other outdoor electrical equipment. With the exception of landscaping to meet City requirements, other surfaces will be graveled including the onsite driveways since use will be infrequent. The driveways will be constructed with compacted Class 2 gravel surfacing over a compacted subgrade to provide all-weather passage and support for a 74,000 pound load capacity in accordance with Contra Costa County Fire Protection District requirements. No designated parking places are included in the design since the facility is unoccupied and there is existing parking in the Empire Business Park complex as well as space for parking on-site. Outside of the onsite driveways, areas not covered by the buildings or equipment pads will be surfaced with gravel (e.g., ¾-inch drain rock) that will provide for some storm water detention and infiltration.

Sidewalk, curb and gutter exist at the site frontage. Parcel 085-280-010 has an existing paved driveway from Willow Pass Road that will be used by the project. Water-efficient landscaping will be put in place where not already present in accordance with the City landscaping requirements. A Conceptual Landscape Plan is provided in the Preliminary Site Plans in Attachment 2. Landscape water will be obtained from the existing landscape water supply system or a new tie-in to the City water main located in Willow Pass Road. No signage is proposed for the building frontage or site perimeter except the address number. Inside the secured site

perimeter, signage will be provided in accordance with OSHA requirements and other relevant regulatory requirements.

Conceptual architectural renderings are provided in the Preliminary Site Plans in Attachment 2. The architectural design theme is to compliment and be compatible with the existing character of the neighboring industrial buildings. The established buildings in the area are low profile light industrial building types using cementitious and metallic exterior materials. The color palette for the large footprint buildings is in the warm beige range. The proposed architectural design is shown in Sheets A-1 through A-4 of the Preliminary Site Plans and uses tilt-up concrete construction for exterior walls to complement the existing architectural character of neighboring buildings, with colors complimentary to the adjacent buildings. To give a visual and textural interest to the building elevations facing the street, application of a darker beige metal cladding is proposed, complementing the use of metal in the adjacent buildings. The application of exposed roof drainage systems and reveals along the exterior walls provide visual relief and break up the wall surface to smaller modules. Projecting shade elements are included along the street frontage walls above the exterior doors to provide not only shading but also interest as the sun casts shadows along the walls.

Sheet A-5 introduces an alternate design for the buildings. The alternate design would utilize steel framed construction on the exterior walls with metal cladding. The design's vertical recess elements provide for visual relief and reduces the length appearance of the buildings. The Applicant is seeking approval for either architectural scheme, which will allow flexibility as the project further develops.

3.3 Tie-line Routing

The area between the Site and the Pittsburg Substation is extensively developed and industrial and utility infrastructure including bulk fuel oil tanks, railroad alignments, drainage and flood control features, underground gas pipelines, roadways, numerous underground and overhead high voltage electric lines, and other infrastructure. The existing facilities influence feasible routes. Three feasible preliminary alternative tie-line routes have been identified: a) west of the fuel oil tank farm, b) along an existing NRG access road through the fuel oil tank farm, and c) east of the fuel oil tank farm. The routes are described below and are shown in Figure 3. The preliminary tie-line pole locations are provided in Figure 3. Based on preliminary engineering, the poles will be approximately 77 to 95 feet high as shown in Sheet C-9 of the Preliminary Site Plans.

West Alignment

Using this route, the tie-line would extend along the south side of Willow Pass Road approximately 2,000 feet, cross under a series of existing PG&E high voltage lines, then turn north to cross Willow Pass Road and extend approximately 2,100 feet, and then turn northeast and extend approximately 2,500 feet to the POCO. The length of this route is approximately 6,700 feet. This route would require approximately 8 poles and would cross under seven existing PG&E transmission lines. This alignment is outside of the HCP/NCCP area between Willow Pass Road and the point approximately 300 feet southwest of the POI. Use of this alignment may require some surface preparation, or stabilization of existing access routes, to provide access to tie-line structures for construction and maintenance. This alignment is within the East Contra Costa

County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) area only where it is located south of Willow Pass Road.

Middle Alignment

Using this route the tie-line would cross Willow Pass Road directly north of the on-site substation and then turn east and extend approximately 550' feet along the north side of Willow Pass Road before turning north and extending along the west side of the existing NRG access road approximately 3,200 feet to the POCO. The length of this route is approximately 3,800 feet. This route would require approximately 12 poles and would cross under nine existing PG&E transmission lines. This alignment is entirely within the HCP/NCCP area.

East Alignment

This route is the same as the Middle Alignment except that after extending approximately 800 feet north along the NRG access road it would turn east and follow an existing drainage ditch approximately 1,400, then turn north for approximately 1,000 feet, then turn west approximately 1,400 feet, and then turn northwest approximately 1,200 feet crossing under the existing PG&E transmission lines just outside the Pittsburg Substation to the POCO. The length of this route is approximately 5,800 feet. This route would require approximately 16 poles and would cross under nine existing PG&E transmission lines. This alignment is entirely within the HCP/NCCP area.

The Applicant is requesting approval to develop the project using any of the alignments, subject to revisions as may be approved by the Planning Manager.

3.4 Construction

Construction and equipment installation is expected to take 6 to 12 months including the buildings, outdoor electrical equipment, and site preparation including stormwater controls and landscaping. Construction staging will occur onsite. Construction may be phased in response to market demands. If phased, project improvements essential for the entire site such as the connection to the City stormwater system, as the onsite substation, and the electric tie-line, will be installed in the initial phase. A phasing plan is included in Sheet C-11 of the Preliminary Site Plans. In general, if phased, a building and related systems would be installed in the initial phase while installation of subsequent building space and related systems would be deferred to a subsequent phase or phases as shown in the table below:

PHASING PLAN	
<u>Initial Phase</u>	<u>Subsequent Phase(s)</u>
Initial Phase Site Prep/Grading, Civil, Drainage	Phase related Site Prep/Grading Civil, Drainage
Onsite Substation & HV Electrical	Subsequent Building Space
Initial Building	Batteries & Associated Systems
Batteries & Associated Systems	Inverter Pads, Equipment & Connections
Inverter Pads, Equipment & Connections	
Electric Tie-Line	

The majority of the Site is currently covered with several feet or more of fill dirt and will be graded to be relatively flat-lying with drainage toward the north and east. Final grading plans will be subject to approval by the City. Grading quantities are provided on Sheet C-1 of the Preliminary Site Plans. Class 2 aggregate will be imported to the Site for surfacing the driveways. Crushed rock gravel will be imported for surfacing outside the building and driveway footprints and for building pad preparation.

It is estimated that Site grading and preparation will require the following equipment:

TYPE	QUANTITY
Bulldozer (e.g., CAT D7)	1
Grader (e.g., CAT D7)	1
Scraper (15-30 CY)	2
Water Truck (3,000- 5,000 gal)	1
Self-Propelled Compactor	1
Dump Truck	1
Tractor/Loader/Backhoe (e.g., Case 590)	1
Bobcat	1

Water may be used during construction if needed for dust control and compaction. A non-toxic dust palliative may also be used. If needed, water will be obtained from the City water supply via an existing hydrant on the Parcel or on the Site frontage of Willow Pass Road. Sanitary facilities during construction will be provided by portable self-contained units maintained by a licensed contractor.

Project construction will implement the following measures to control dust emissions during construction in accordance with Bay Area Air Quality Management District requirements:

- Exposed soil areas will be watered two times per day when needed to control dust emissions;
- Haul trucks transporting soil, sand or other loose material offsite will be covered;
- Best Management Practices (BMPs) will be implemented to minimize track-out onto adjacent public streets;
- A 15 mile per hour speed limit will be used for roadways until stabilized with gravel or other treatment to minimize dust; and
- Disturbed surfaces will be stabilized as soon as practical.

Construction is expected to generate up to an estimated 75 construction jobs during peak construction periods. Deliveries of equipment and materials will generate an estimated 5 round trips per day during peak construction periods that will occur throughout the day. Construction wages will contribute to the local and regional economy through direct income, spending and taxes.

The City operates a 10-inch diameter water main located in the westbound lane of Willow Pass Road (personal communication, Hilario Mata, Assistant Director of Public Works, June 23, 2017). Project construction will include a tie-in to the water main if the water supply for landscaping

cannot be obtained from existing infrastructure on the Parcel (e.g., if a separate parcel is created by subdivision, lot line adjustment or parcel map waiver).

Table 1A and 1B, respectively, summarize land areas and habitat types that could be disturbed by project development during construction and long-term. The Applicant is applying for coverage under the HCP/NCCP and will comply with requirements of the HCP/NCCP as applicable including pre-construction surveys. Planning Level Surveys under the HCP/NCCP have been completed on the Site. Tie-line routes north of Willow Pass Road have been surveyed from the public ROW due to access limitations and further studied using high-resolution aerial imagery. If construction is initiated during bird nesting season (February 1 – August 31), a preconstruction nesting bird survey will be conducted by a qualified biologist within 14 days prior to ground disturbance. If an active nest is located, then a qualified biologist will establish a nest buffer surrounding the active nest. Work will not occur in the buffer area until the biologist determines the nest is inactive. The extent of the nest buffers will be based on consideration of the anticipated levels of noise or disturbance, ambient levels of noise and other disturbances, species present, and topographic or other barriers. If construction is halted for more than 14 days, then a nesting bird survey will be completed within 14 days prior to re-initiating of construction work. Pre-construction surveys for protected raptors will also be completed prior to construction in accordance with requirements of the HCP/NCCP.

Results of a biological resources survey conducted for the project indicates that burrowing owl habit does not occur on the project Site. However, because burrowing owl habitat can occur in disturbed and developed areas, it is possible that burrowing owl could move into the area prior to construction. Therefore, in an abundance of caution, a burrowing owl survey will be conducted by a qualified biologist within 14 days prior to ground disturbance. If an occupied burrow is observed within or adjacent to the Site during the nesting season (February 1- August 31) and is determined to contain an active nest, then a buffer will be established surrounding the nest in accordance with CDFW's 2012 *Staff report on Burrowing Owl Mitigation*. No work will occur in the buffer area until the nest is determined to be inactive by a qualified biologist. If occupied burrows are observed within or adjacent to the Site during the non-nesting season (September 1- January 31) or if an occupied burrow is determined to not be a nest burrow during the nesting season, then a buffer will be established around the burrow by a qualified biologist in accordance with CDFW guidelines. If an occupied burrow cannot be avoided (i.e., is within the limits of disturbance), a burrowing owl exclusion plan will be written and submitted to CDFW for approval of passive relocation procedures.

Tie-Line Construction

If the selected alignment is not covered by HCP, then to the extent necessary, studies would be completed to develop a construction plan that would to the greatest extent possible minimize impacts to wetlands (if any). For example, tie-line structures would be placed to avoid wetlands where possible, and needed access routes would be aligned to utilize existing access routes where possible. Based on the surface disturbance estimates shown in Table 1B the total permanent disturbance to presumed wetlands if the West Alignment is used would be less than 0.5 acre so the project would use USACE Nationwide Permit No. 12 for utility infrastructure if it is determined that federally jurisdictional wetlands cannot be practically avoided. Nationwide Permit No. 12 also provides for temporary surface disturbance needed during construction. Coverage under the

Nationwide Permit No. 12 requires a Section 401 water quality certification from the RWQCB. In addition, approval from the California Department of Fish and Wildlife under Section 1600 of the Fish and Game Code may also be required if the West Alignment is used.

3.5 Stabilization of Temporary Disturbances

Disturbed surfaces on the site that are not covered by buildings, equipment or roads will be stabilized with crushed rock as well as landscaping at the site perimeter to meet City requirements. Temporary disturbances from tie-line construction will be stabilized as soon as practical by returning the ground surface to a condition approximating pre-project conditions. Temporary disturbances in Annual Grassland habitat will be stabilize by reseeding with a seed mix subject to approval by the City.

3.6 Operations

The facility will operate year-round and will be available to receive or deliver energy 24 hours a day, 365 days a year. The Site will be secured with a chain link fencing. Existing chain link fencing that occurs on the Site frontage will be repaired or replaced where needed, and new fencing will be installed at the Site perimeter where fencing does not currently exist. The Site will be equipped with security cameras that will be monitored remotely and with alarms and other security as needed. Landscaping will include water-efficient trees, shrubs and groundcover that will provide aesthetics for views from Willow Pass Road. Existing trees and landscaping along the driveway east of the Site (See Figure 2) will provide visual screening between the project and residences to the east. At the west edge of the site, landscaping along the edge of the existing driveway will include trees and ground cover to mirror the existing landscaping on the opposite (offsite) edge of the driveway. Because the facility will be unattended with little vehicle traffic, the Site gates will be designed to be opened and locked manually. The electrical equipment, heating, ventilation, air conditioning, fire protection systems, and security will be automated and monitored remotely. The Site will be unoccupied but visited periodically through the year for equipment inspections, monitoring and testing, and maintenance as needed. Periodically, batteries and various components will be replaced or renewed to ensure optimal operation.

The facility will operate without emissions to air or water. Except for landscape watering to meet City requirements, the facility will use no water. Because the facility will not be manned, no office, break room, sanitary facilities or potable water will be needed. Motion-activated lighting may be used where needed for safety or security such as at access gates and doorways to buildings. If used, lighting would be directed downward and shielded to minimize visibility from offsite.

Storm water treatment in accordance with City requirements will be provided by gravel yard surfacing and bioretention swales as shown in the Preliminary Design Drawings. Outdoor equipment will be sealed or enclosed and will not affect storm water quality.

Outdoor electrical equipment, cooling fans, and HVAC systems will generate low levels of noise during routine operations. Noise levels will be compatible with surrounding land uses and below levels that would conflict with the City's Noise Ordinance (Noise Ordinance Section 9.44.010). The closest sensitive noise receptors are residences located east of the Site. The project is designed with a building at the eastern side that will block electrical equipment noise to these residential

receptors. The facility will be designed comply with the City noise standards as described in the City's General Plan at Section 12, Noise.

At the end of battery life, battery modules will be removed from the battery racks and returned to the manufacturer or their approved recycling partner(s) for dismantling, material processing and recovery. Other waste from Site maintenance will be removed from the Site as part of maintenance work and managed in accordance with applicable regulations. Oil in oil-filled transformers is not routinely handled. Oil filled equipment is operated normally closed and sealed. On infrequent occasions, oil in oil-filled electrical equipment may require filtering or replacement if it becomes contaminated. If oil from oil-filled equipment needs to be replaced, the used oil would be recycled at a licensed offsite recycler.

4.0 PROJECT SCHEDULE

Construction of Phase I (or the complete project if all Phases were constructed concurrently) will be scheduled to begin after receipt of requisite permits and is expected to take approximately 6 - 12 months.

5.0 APPLICANT

The Applicant is Diablo Energy Storage, LLC, a company formed for the sole purpose of developing the project and wholly owned by LSP Generation Holdings, LLC. LSP Generation Holdings, LLC is part of the LS Power Group (LS Power), a privately held, leading independent energy development firm established in 1990 employing approximately 150 professionals. LS Power is well regarded in the development and financial community and in the past 10 years has raised over \$17 billion of capital for investments in the energy sector including electric generation, storage, and transmission assets. More information can be found at www.lspower.com.

TABLE 1A
SUMMARY OF TOTAL DISTURBANCE BY PROJECT FEATURE AND HABITAT TYPE
(TOTAL SHORT-TERM PLUS LONG TERM DISTURBANCES)

FEATURE	DISTURBANCE IN HCP/NCCP AREA (AC)	DISTURBANCE OUT OF HCP/NCCP AREA (AC)	HABITAT	COMMENTS
Site Development	10.41	--	Annual Grassland	Site gross is 11.85 acres including existing surfaced roads. Disturbance is 10.12 Ac.
West Alignment	0.49	0.45	Annual Grassland	3 pole sites x 3,500 sf ea. in HCP/NCCP area 2 stringing sites x 1000 sf ea. in HCP/NCCP area - Access 10' x 900' in HCP/NCCP area 2 pole sites x 3,500 sf ea. out HCP/NCCP area - Access 10' x 1000' out of HCP/NCCP area
	0.02	--	Urban	1 pole site (POCO)⁽¹⁾
		1.47	Wetland ⁽²⁾	1 or 2 pole sites totaling up to 20,000 sf⁽³⁾ 2 stringing sites 1,000 sf ea. - Access 12' x 1000' - Contingency Access 12' x 1,500⁽⁴⁾
Middle Alignment	0.16	--	Urban	Ten pole sites x 700 sf ea⁽¹⁾
East Alignment	0.21	--	Urban	13 pole sites x 700 sf each⁽¹⁾

⁽¹⁾ Stringing sites, construction work areas and long-term access that may be used in urban areas not requiring clearing or surface improvement are not included in this table since there would be no ground disturbance. Ground disturbance for poles in urban habitat is estimated based on 15' radius around the pole center point.

⁽²⁾ Presumed wetland area based on field survey results from other nearby projects, aerial imagery analysis, and visual survey from public rights-of-way due to access constraints. Actual wetland area and disturbed acreage to be determined prior to construction if Project for areas outside of the HCP/NCCP coverage area.

⁽³⁾ Estimate allows for contingency for final design to determine minimum safe working area at each pole and for jurisdictional wetland conditions to be confirmed by delineation at one or two poles.

⁽⁴⁾ Contingency for possible temporary access between tie-line structures B and C if a helicopter is not used for stringing.

TABLE 1B
SUMMARY OF LONG-TERM DISTURBANCE BY PROJECT FEATURE AND HABITAT TYPE

FEATURE	DISTURBANCE IN HCP/NCCP AREA (AC)	DISTURBANCE OUT OF HCP/NCCP AREA (AC)	HABITAT	COMMENTS
Site Development	10.41	--	Annual Grassland	Site gross is 11.85 acres including existing surfaced roads. Disturbance is 10.12 Ac.
West Alignment	0.05	0.32	Annual Grassland	3 pole sites x 700 sf ea. in HCP/NCCP area 2 pole sites x 700 sf ea. out of HCP/NCCP area - Access 10' x 1,250 out of HCP/NCCP area
	0.02	--	Urban	1 pole site (POCO)
		0.38	Wetland ⁽¹⁾	1 or 2 pole sites x 700 sf ea. - Access 12' x 1000' - Contingency Access 12' x 250'⁽²⁾
Middle Alignment	0.16	--	Urban	Ten pole sites x 700 sf ea
East Alignment	0.21	--	Urban	13 pole sites x 700 sf ea

⁽¹⁾ Presumed wetland area based on field survey results from other nearby projects, aerial imagery analysis, and visual survey from public rights-of-way due to access constraints. Actual wetland area and disturbed acreage to be determined prior to construction if Project for areas outside of the HCP/NCCP coverage area.

⁽²⁾ Contingency in the event that the vegetated portion of the long term access route to Pole C is found to be wetlands instead of grassland.



\\Sanfran-fs1\gis\GIS_LB\Diablo_Energy_Storage.mxd\Figure 1 Project Location.mxd

Legend

Diablo Energy, LLC Site

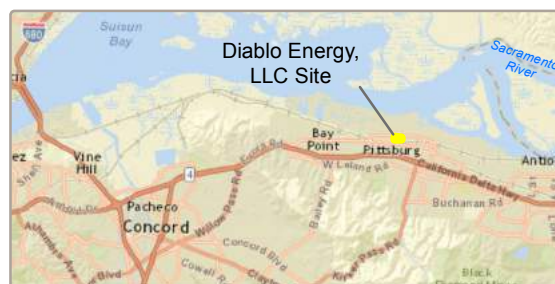


Figure 1: Project Location
Diablo Energy, LLC

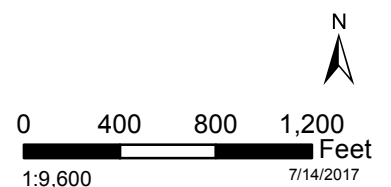


Figure 2: Site Photographs



1) Looking east from west end of the Site.

2) Looking north along the driveway just east of the Site.



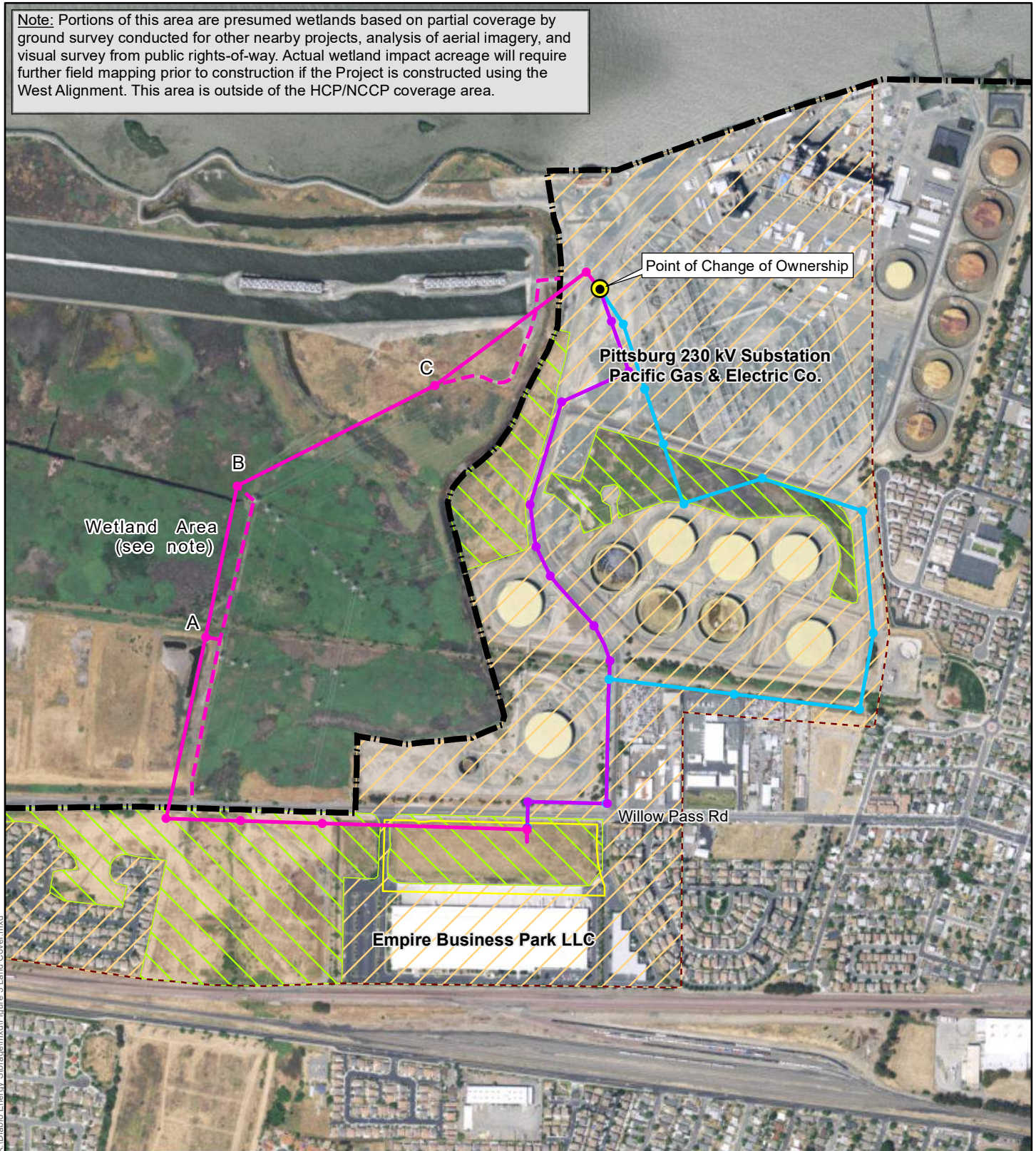


3) Looking east on the northern end of the Site.

4) Looking west from the side of the Site.



Note: Portions of this area are presumed wetlands based on partial coverage by ground survey conducted for other nearby projects, analysis of aerial imagery, and visual survey from public rights-of-way. Actual wetland impact acreage will require further field mapping prior to construction if the Project is constructed using the West Alignment. This area is outside of the HCP/NCCP coverage area.



Legend

- | | |
|---------------------------|---------------------------------|
| Project Site | Preliminary Structure Locations |
| West Alignment | Preliminary Access Route |
| Middle Alignment | Annual Grassland |
| East Alignment | Urban |
| Limits of Project Mapping | |
| HCP Inventory Area | |

Figure 3: Land Cover Map
Diablo Energy Storage, LLC



0 400 800 1,200 Feet
1:9,600 8/29/2017



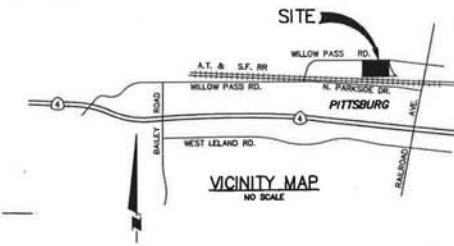
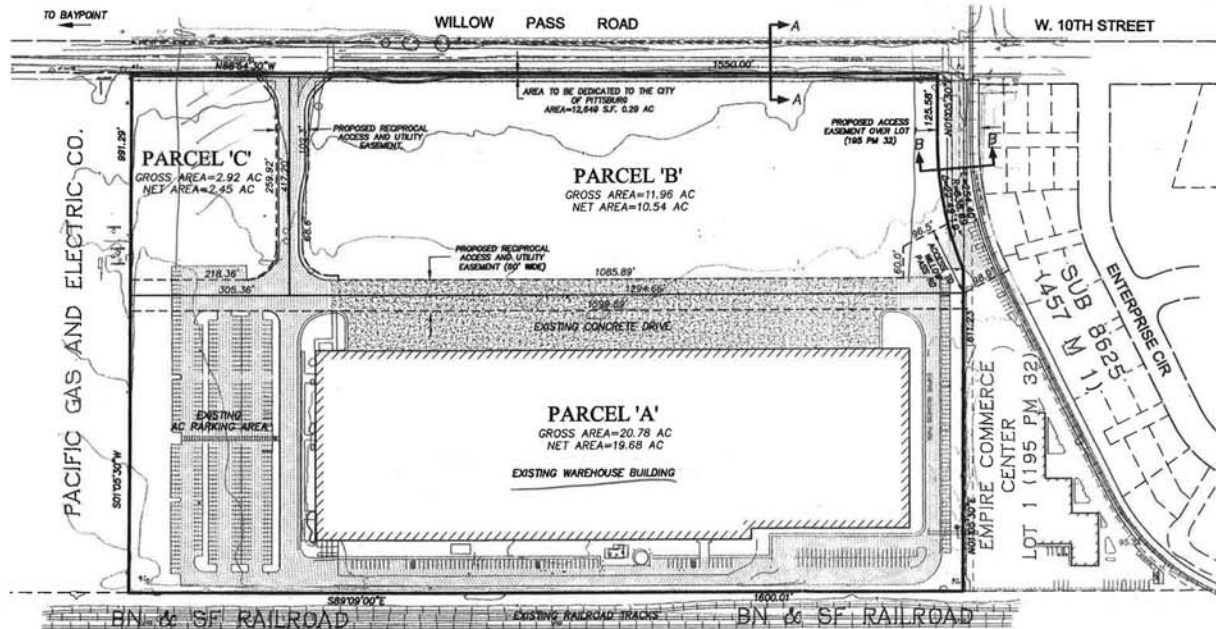
Attachment 1
Tentative Parcel Map

TENTATIVE MAP MINOR SUBDIVISION NO. 677-08 "EMPIRE BUSINESS PARK"

CITY OF PITTSBURG
CONTRA COSTA COUNTY, CALIFORNIA
SCALE: 1" = 100' OCTOBER 2008

PACIFIC GAS AND ELECTRIC CO.

SCALE: 1" = 100'

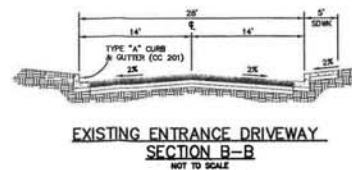
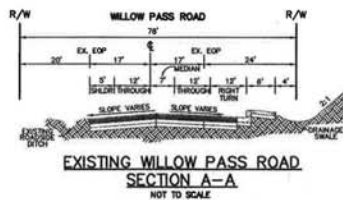


PROJECT SUMMARY

- OWNER & DEVELOPER: DON & LORNE CARR
C/O DAVIS & ASSOCIATES
701 WILLOW PASS ROAD
PITTSBURG, CA 94568
(925) 432-4714
- ENGINEER: ISAISON & ASSOCIATES, INC.
2255 TOWARD VALLEY ROAD #C
WALNUT CREEK, CA 94598
(925) 937-9333
- PROPERTY ADDRESS: 701 & 753 WILLOW PASS RD.
- WATER SUPPLY: CITY OF PITTSBURG
- SEWER SERVICE: CITY OF PITTSBURG
- POWER: PGE
- PHONE SERVICE: AT&T
- CONTOURS: 1' CONTOURS
- ASSESSORS PARCEL NO.: APN 085-280-008
- TOTAL AREA (GROSS): 35.85 ACRES
- 3 PARCELS PROPOSED
PARCEL A=18.68 AC
PARCEL A=10.54 AC
PARCEL A=2.45 AC

LEGEND

PROPOSED	ITEM
---	PROJECT BOUNDARY
---	RIGHT-OF-WAY LINES
---	PROPERTY LINES
---	EASEMENT LINES
---	EXISTING BUILDING
---	PAVEMENT
---	CONCRETE



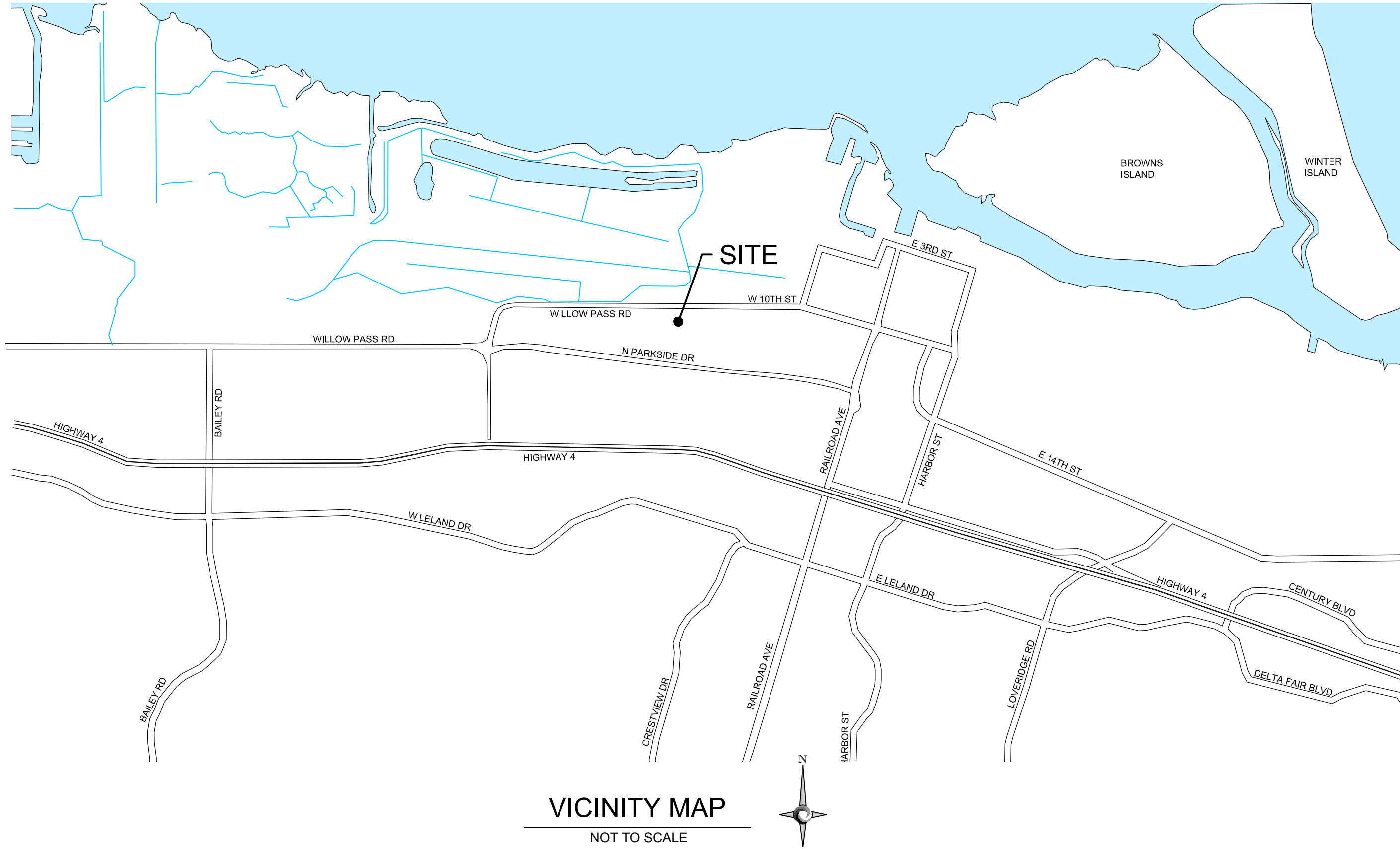
	SUBDIVISION NO. 677-08		EMPIRE BUSINESS PARK	
	TENTATIVE MAP			
	PITTSBURG	CONTRA COSTA COUNTY	CALIFORNIA	
	Isakson & Assoc. Inc. civil engineering and surveying 2255 Toward Valley Road, Suite 2, Walnut Creek, CA 94598 Phone (925) 937-9333			
DATE: 10-30-08	DESIGNED: [initials]	DRAWN: [initials]	CHECKED: [initials]	SHEET 1 OF 1

Attachment 2
Preliminary Site Plans

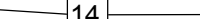
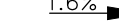
PRELIMINARY SITE PLANS

DIABLO ENERGY STORAGE

PITTSBURG, CALIFORNIA



LEGEND

- | | | | | | |
|---|--|---|----------------------------------|----------------|---|
|  | EXISTING PROPERTY BOUNDARY |  | LIMITS OF GRADING AREA | <i>(E)</i> | EXISTING |
|  | PROPOSED PROPERTY BOUNDARY |  | EXISTING FIRE HYDRANT | <i>SL</i> | STREET LIGHT |
|  | EXISTING EASEMENT |  | EXISTING STREET LIGHT | <i>FH</i> | FIRE HYDRANT |
|  | PROPOSED EASEMENT |  | EXISTING MONITORING WELL | <i>DI</i> | STORM DRAIN INLET |
|  | EXISTING TOPOGRAPHIC CONTOUR (1-FT INTERVAL) |  | EXISTING DRAIN INLET | <i>PIV/FDC</i> | POST INDICATOR VALVE / FIRE DEPARTMENT CONNECTION |
|  | EXISTING TOPOGRAPHIC CONTOUR (5-FT INTERVAL) |  | EXISTING MANHOLE | <i>WM</i> | WATER METER |
|  | PROPOSED TOPOGRAPHIC CONTOUR (1-FT INTERVAL) |  | PROPOSED POWER POLE | <i>ELECT</i> | ELECTRICAL |
|  | EXISTING SEWER LINE |  | PROPOSED STORMWATER PIPE | <i>JT</i> | JOINT TRENCH LINES |
|  | EXISTING CHAIN LINK FENCE |  | PROPOSED DITCH (FLOWLINE) | <i>OH</i> | OVERHEAD LINES |
|  | EXISTING OVERHEAD ELECTRICAL |  | PROPOSED SHEET FLOW | <i>SSMH</i> | SANITARY SEWER MANHOLE |
|  | EXISTING COMMUNICATION LINE |  | SLOPE AND DIRECTION | | |
|  | PROPOSED CHAIN LINK FENCE |  | EXISTING ASPHALT CONCRETE | | |
|  | PROPOSED ELECTRIC LINE |  | EXISTING CONCRETE SURFACE | | |
| | |  | PROPOSED CLASS II AGGREGATE BASE | | |
| | |  | PROPOSED BIORETENTION BMP | | |
| | |  | FMEA FLOOD ZONE AE | | |
| | |  | FEMA FLOOD ZONE X (HATCHED) | | |

PROPERTY OWNERS

EMPIRE BUSINESS PARK, LLC
1500 3RD STREET #C
NAPA, CA 94559
PH: 707-255-6540

ENGINEER/CONSULTANT

TRC SOLUTIONS, INC
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
JSTENGER@TRCSOLUTIONS.COM

DESCRIPTION

THESE PRELIMINARY PLANS INVOLVE THE DEVELOPMENT OF SINGLE-STORY BUILDING SPACE FOR HOUSING BATTERIES AND CONTROL EQUIPMENT, AND ANCILLARY EQUIPMENT INCLUDING INVERTERS AND TRANSFORMERS, AN ELECTRIC SUBSTATION AND ELECTRIC LINE TO THE EXISTING PG&E PITTSBURG SUBSTATION. THE FACILITY WILL BE UNOCCUPIED AND IS DESIGNED FOR FULL REMOTE OPERATION. BECAUSE THE FACILITY WILL NOT BE OCCUPIED, NO POTABLE WATER SYSTEM OR SANITARY SYSTEM IS PROPOSED. NO EXTERIOR LIGHTING IS PROPOSED. EXISTING DRIVEWAY AND PARKING WILL BE USED. THERE WILL BE ROOM FOR PARKING ONSITE FOR OCCASIONAL SITE VISITS.

SITE INFORMATION

STREET ADDRESS:	701 WILLOW
ASSESSOR'S PARCEL NUMBER:	085-280-013
ZONING:	INDUSTRIAL
BUILDING SQUARE FOOTAGE:	(3) 62,000 SF
TOTAL BUILDING SQUARE FOOTAGE:	186,000 SF
PROPOSED LOT AREA (GROSS):	11.85 AC
PROPOSED LOT AREA (NET):	10.44 AC
LOT COVERAGE (EACH BUILDING):	13.33%
LOT COVERAGE (TOTAL):	40%
FLOOR AREA RATIO:	0.40
PERCENT OF LANDSCAPE COVERAGE:	17%
NUMBER OF PROPOSED PARKING:	0
DISTURBED AREA (GRASSLAND AND BARE SOIL):	10.73 AC
DISTURBED AREA (GRASSLAND):	10.41 AC
DISTURBED AREA (BARE SOIL):	0.32 AC
EXISTING IMPERVIOUS AREA:	0 SF
PROPOSED IMPERVIOUS AREA:	205,044 SF

DRAWING SCHEDULE

- C-1 COVER SHEET
- C-2 EXISTING BOUNDARIES, EASEMENTS AND FLOODING
- C-3 PROPOSED BOUNDARIES AND EASEMENTS
- C-4 EXISTING TOPOGRAPHY
- C-5 CONCEPTUAL GRADING PLAN
- C-6 CONCEPTUAL SITE PLAN
- C-7 CONCEPTUAL DRAINAGE PLAN
- C-8 CONCEPTUAL LANDSCAPING PLAN
- C-9 ELECTRICAL DETAILS
- C-10 ROAD, DRAINAGE AND FENCE DETAILS
- C-11 CONSTRUCTION PHASING
- A-1 TYP. FLOOR PLAN BUILDING 1-2-3
- A-2 ROOF PLAN - BUILDING 1-2-3
- A-3 BUILDING SECTIONS
- A-4 EXTERIOR ELEVATIONS
- A-5 EXTERIOR ELEVATIONS ALTERNATE

EARTHWORK QUANTITIES

LIMITS OF GRADING: 8.64 AC		
	<u>CUT</u>	<u>FILL</u>
WESTERN BUILDING PAD	1600 CY	2050 CY
CENTRAL BUILDING PAD	1900 CY	2400 CY
EASTERN BUILDING PAD	3300 CY	2800 CY
SUBSTATION PAD	450 CY	875 CY
ROADWAY	1175 CY	275 CY
STORMWATER BMP	845 CY	45 CY

NET CUT (ONSITE):	825 CY
CLASS II AGG. BASE IMPORT	990 CY
BIORETENTION MEDIA IMPORT	770 CY

0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURG	VL	SH	JS
1	01/12/18	UPDATE TRC ADDRESS	VL	SH	JS
REV	DATE	DESCRIPTION	BY	CHKD	APP.

COVER SHEET

DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

ENGINEER:

TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
lstenger@trcsolutions.com

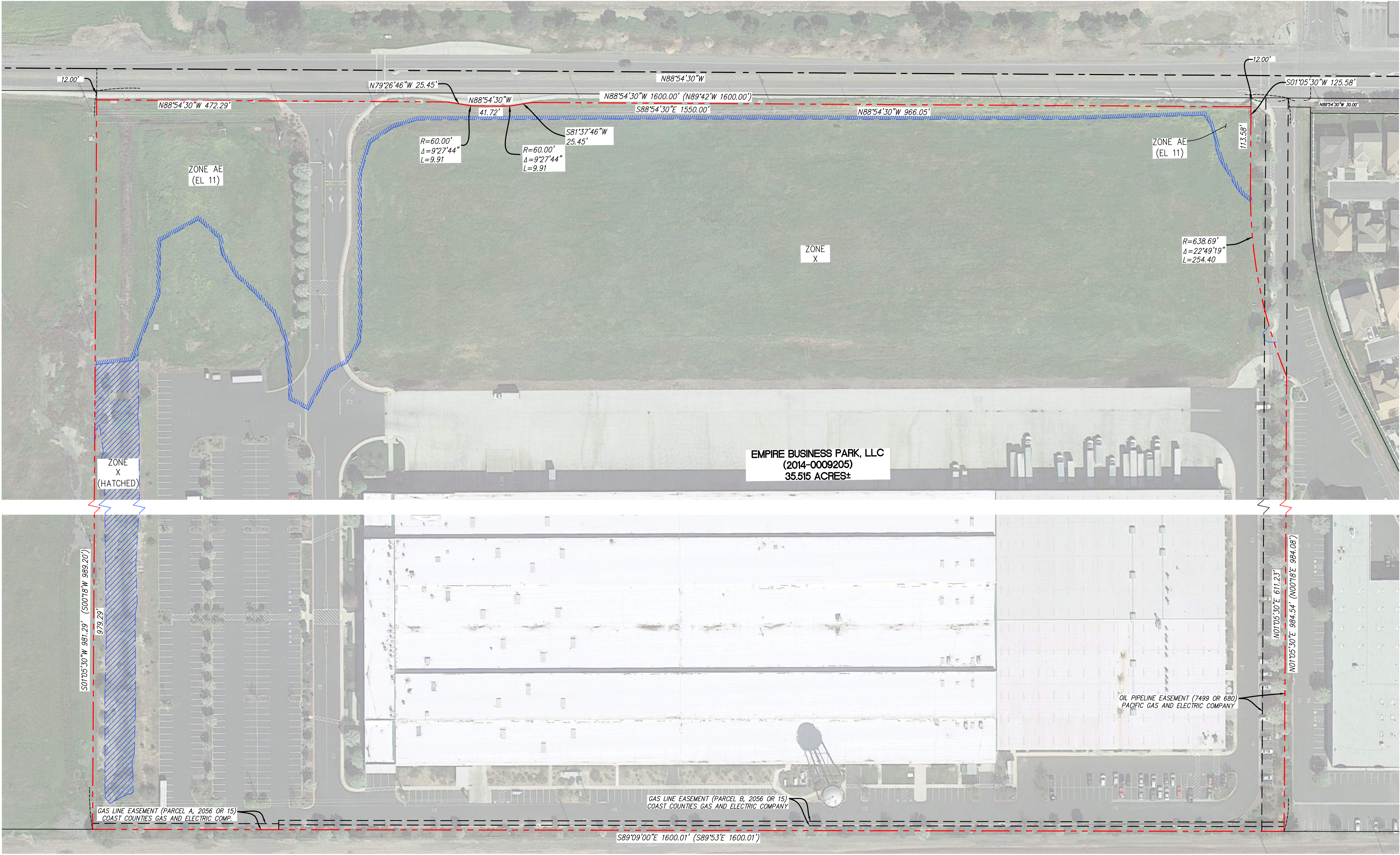
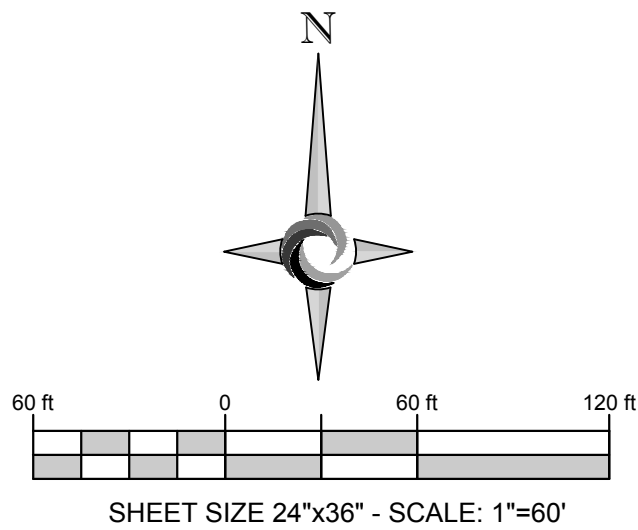


TRO
Results you can rely on

C-1

SHEET NO.

NOTES:
1. INFORMATION SHOWN ON THIS SHEET IS BASED ON THE ALTA / NSPS LAND TITLE SURVEY PREPARED BY RUGGERI-JENSEN-AZAR DATED APRIL 20, 2017.
2. PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP FOR CONTRA COSTA COUNTY, CALIFORNIA AND INCORPORATED AREAS, MAP NUMBER 06013C0119G, MAP REVISED SEPTEMBER 30, 2015, THE SUBJECT PROPERTY LIES WITHIN ZONE AE (EL 11) - SPECIAL FLOOD HAZARD AREAS WITH BASE FLOOD ELEVATION OR DEPTH; ZONE X (HATCHED) - SPECIAL FLOOD HAZARD AREAS, 0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE; AND ZONE X - OTHER AREAS, AREAS OF MINIMAL FLOOD HAZARD.



TITLE:
**EXISTING BOUNDARIES,
EASEMENTS AND FLOODING**

PROJECT:
DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

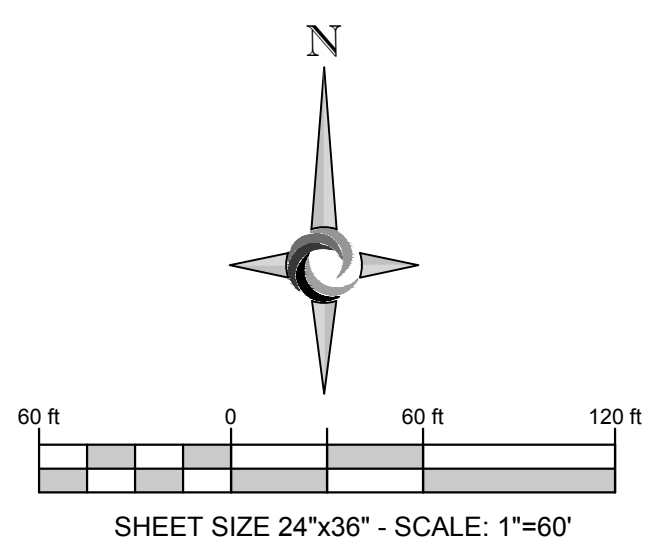
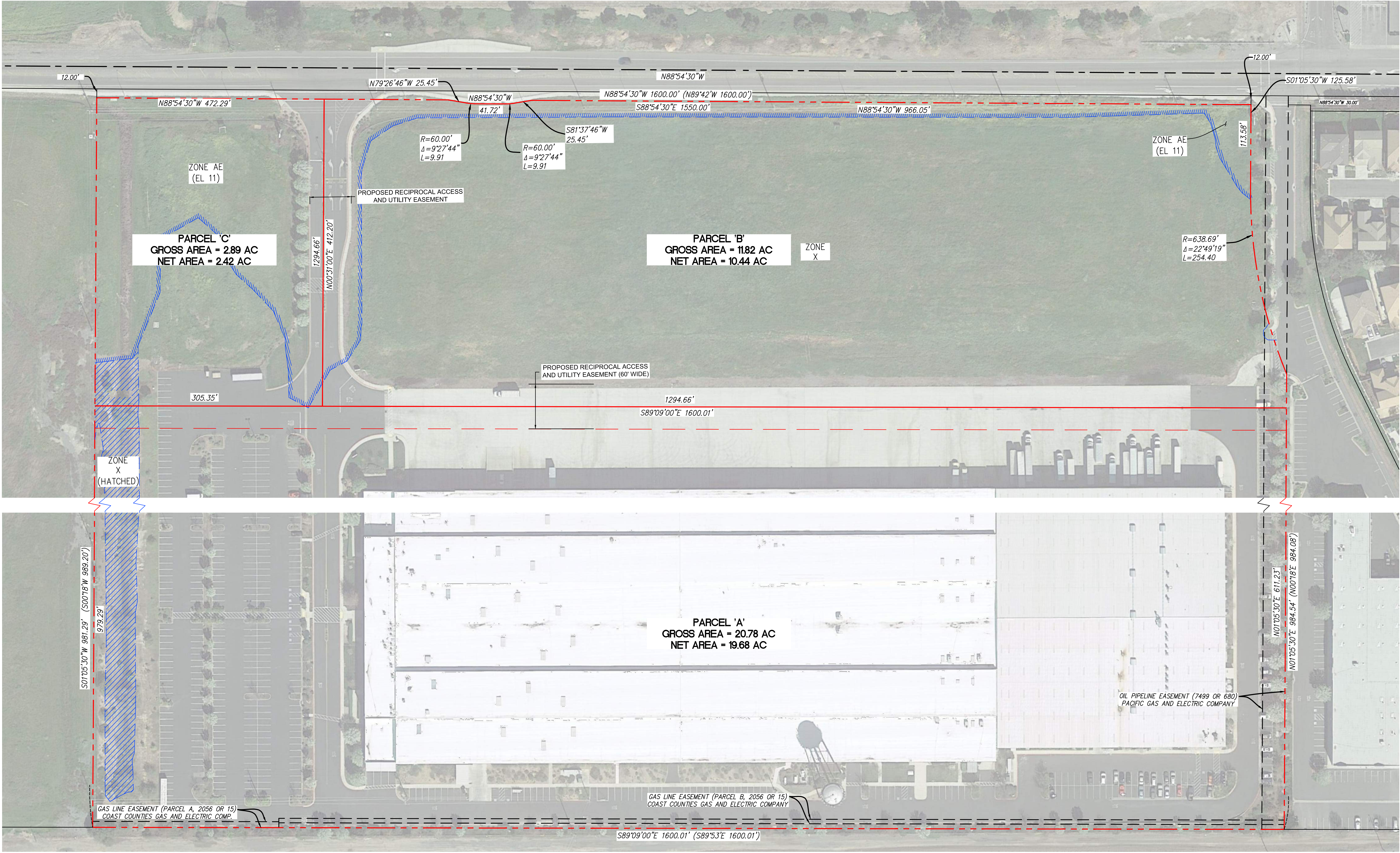
OWNER/APPLICANT:
DIABLO ENERGY STORAGE, LLC
5001 HOPKINS ROAD SUITE 440
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5220

ENGINEER:
TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-897-7169
jplenger@trcsolutions.com

SHEET NO. **C-2**

Results you can rely on

0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURG	VL	SH	JS
1	01/12/18	UPDATE TRC ADDRESS	VL	SH	JS
REV	DATE	DESCRIPTION	BY	CHKD	APP.



TITLE: **PROPOSED BOUNDARIES AND EASEMENTS**

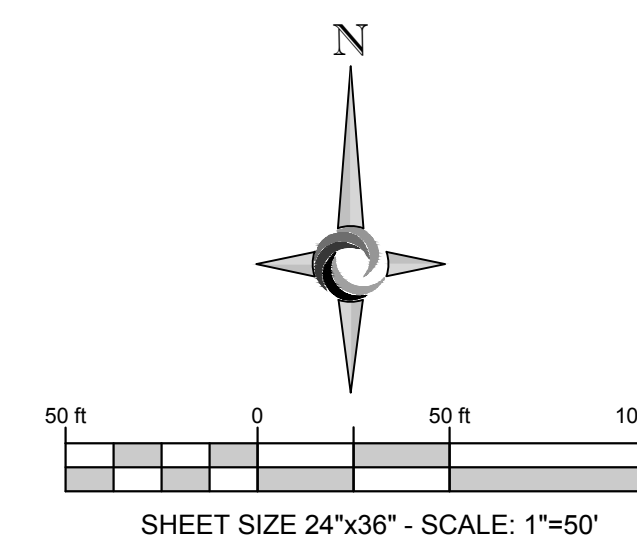
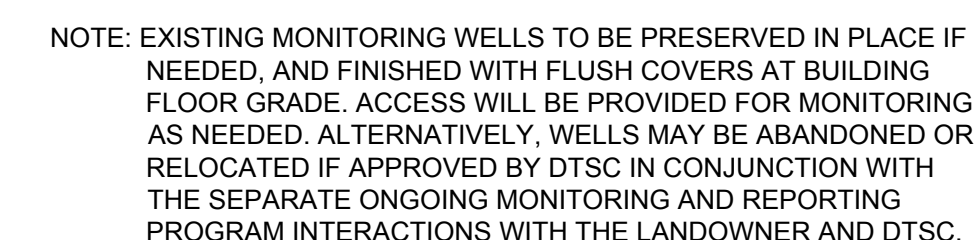
PROJECT: **DIABLO ENERGY STORAGE**
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

OWNER/APPLICANT: **DIABLO ENERGY STORAGE, LLC**
5000 HOPKINS ROAD SUITE 4400
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5220

ENGINEER: **TRC SOLUTIONS, INC.**
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
jplenge@trcsolutions.com

SHEET NO. **C-3**

0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURG	VL	SH	JS
1	01/12/18	UPDATE TRC ADDRESS	VL	SH	JS
REV	DATE	DESCRIPTION	BY	CHKD	APP.

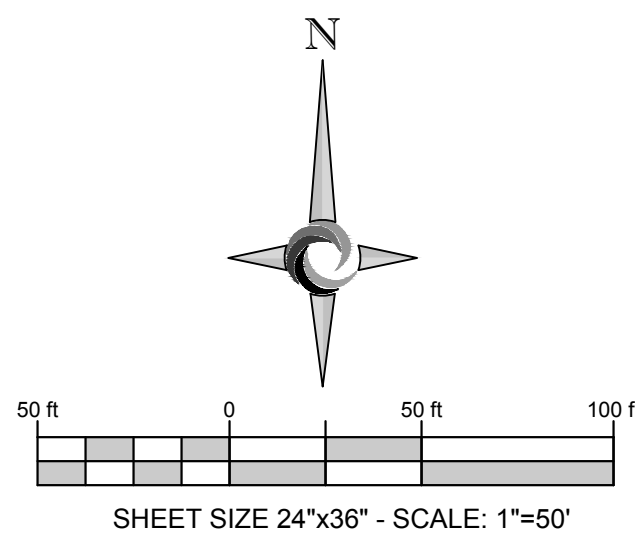


Results you can rely on

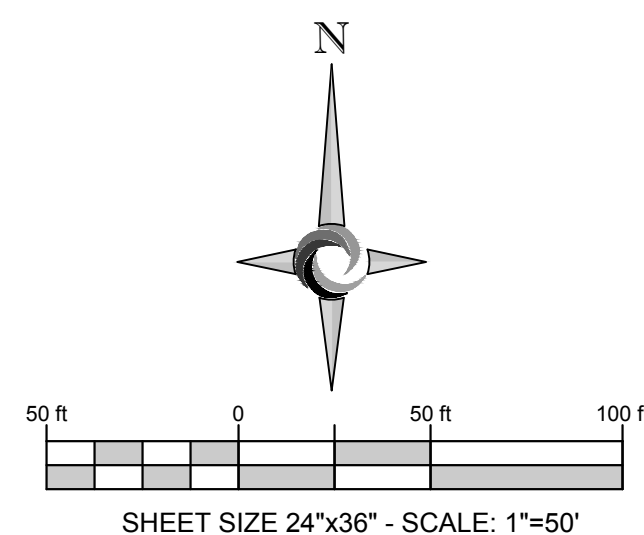
C-5

PROJECT: **DIABLO ENERGY STORAGE**
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURGH	VL	SH	JS
1	01/12/18	UPDATE TRC ADDRESS	VL	SH	JS
REV	DATE	DESCRIPTION	BY	CHKD	APP.



OWNER/APPLICANT:	ENGINEER:
DIABLO ENERGY STORAGE, LLC 5100 HOPKARD ROAD SUITE #480 PLUMAS, CA 95686 PH: 925-201-5240 PH: 925-201-5240 FAX: 925-201-5230	TRC SOLUTIONS, INC 17911 VON KARMAN AVENUE, SUITE 400 PLUMAS, CA 95686 PH: 925-697-7169 jstenger@trcsolutions.com
SHEET NO.	 C-6 <i>Results you can rely on</i>



OWNER/APPLICANT:

DIMAB ENERGY STORAGE, LLC
5200 HOPKIN ROAD, SUITE #480
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5230

ENGINEER:

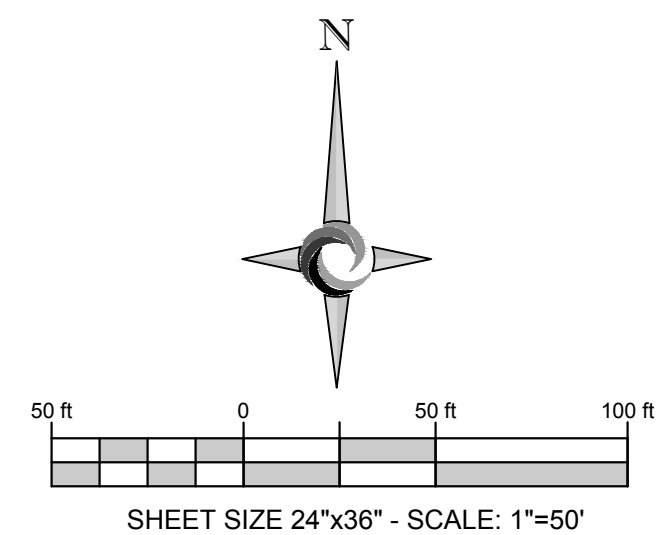
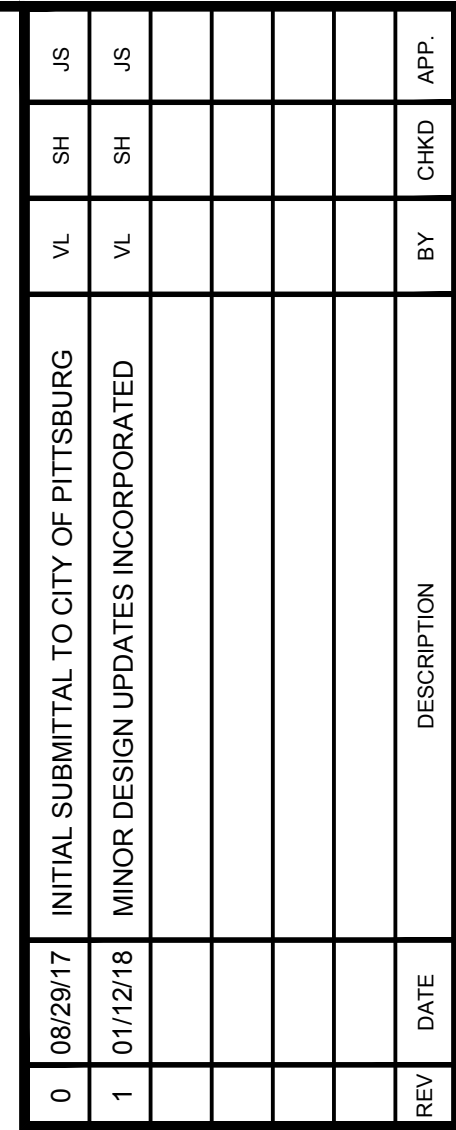
TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
jslenger@trcsolutions.com

SHEET NO.

C-7

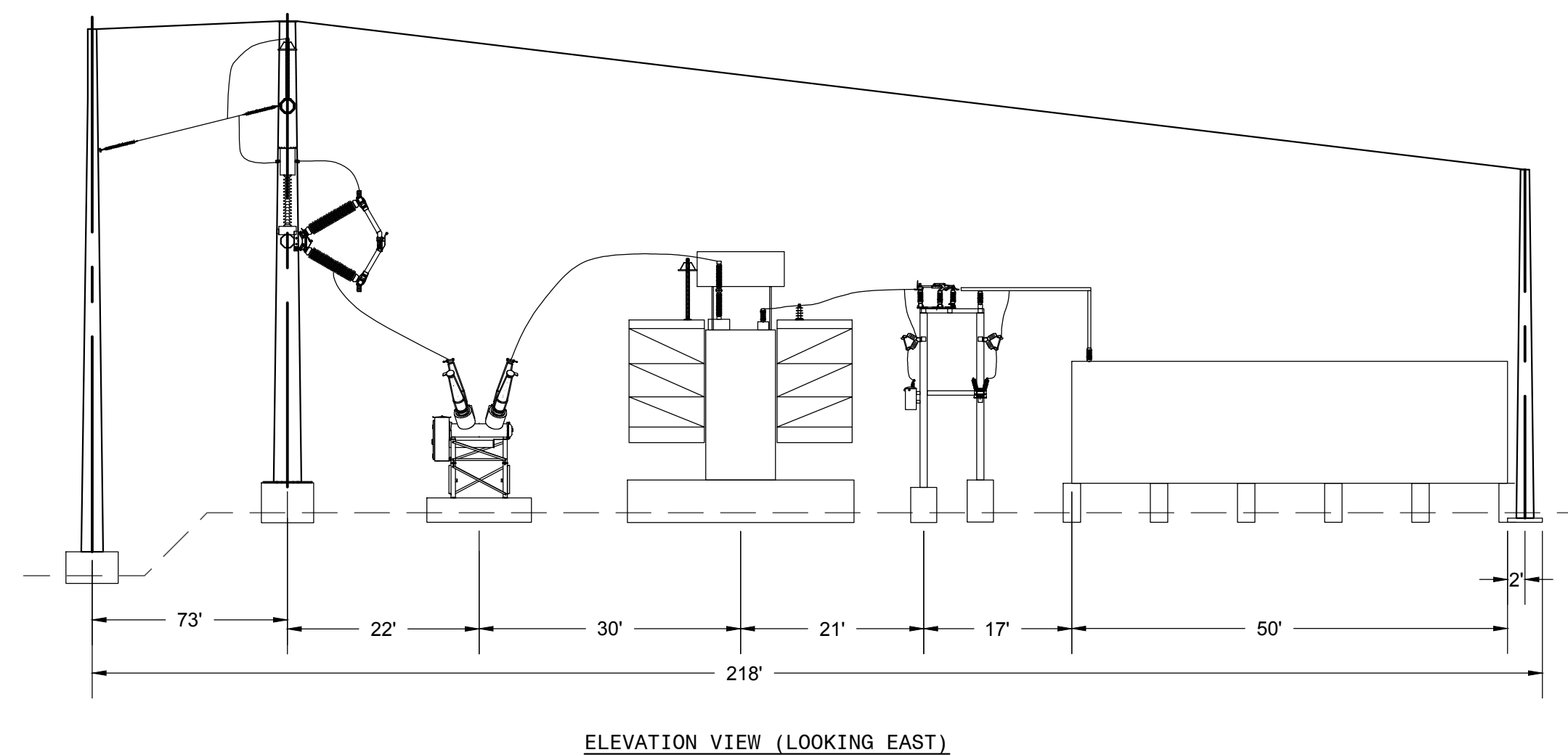
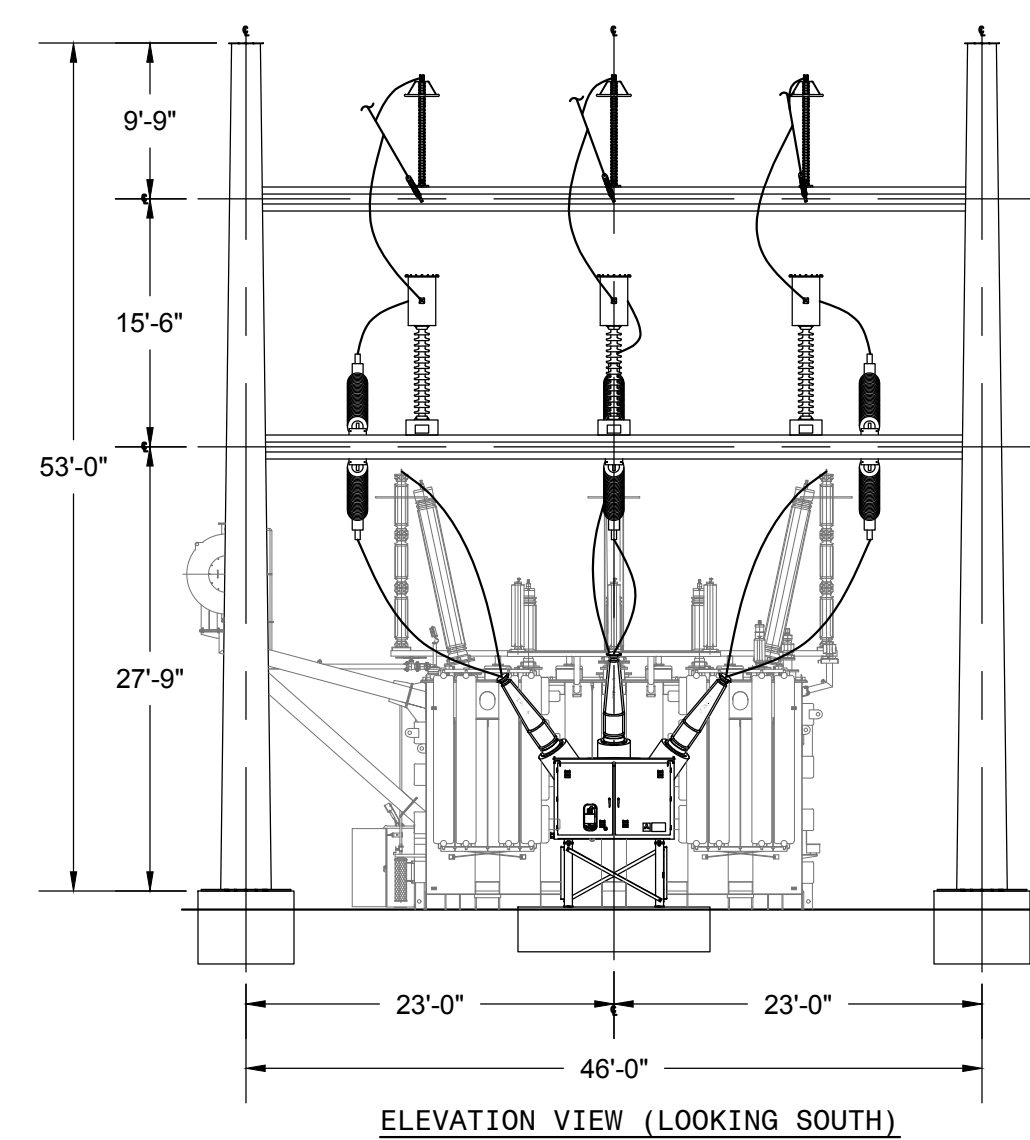
 **TRC**

Results you can rely on.

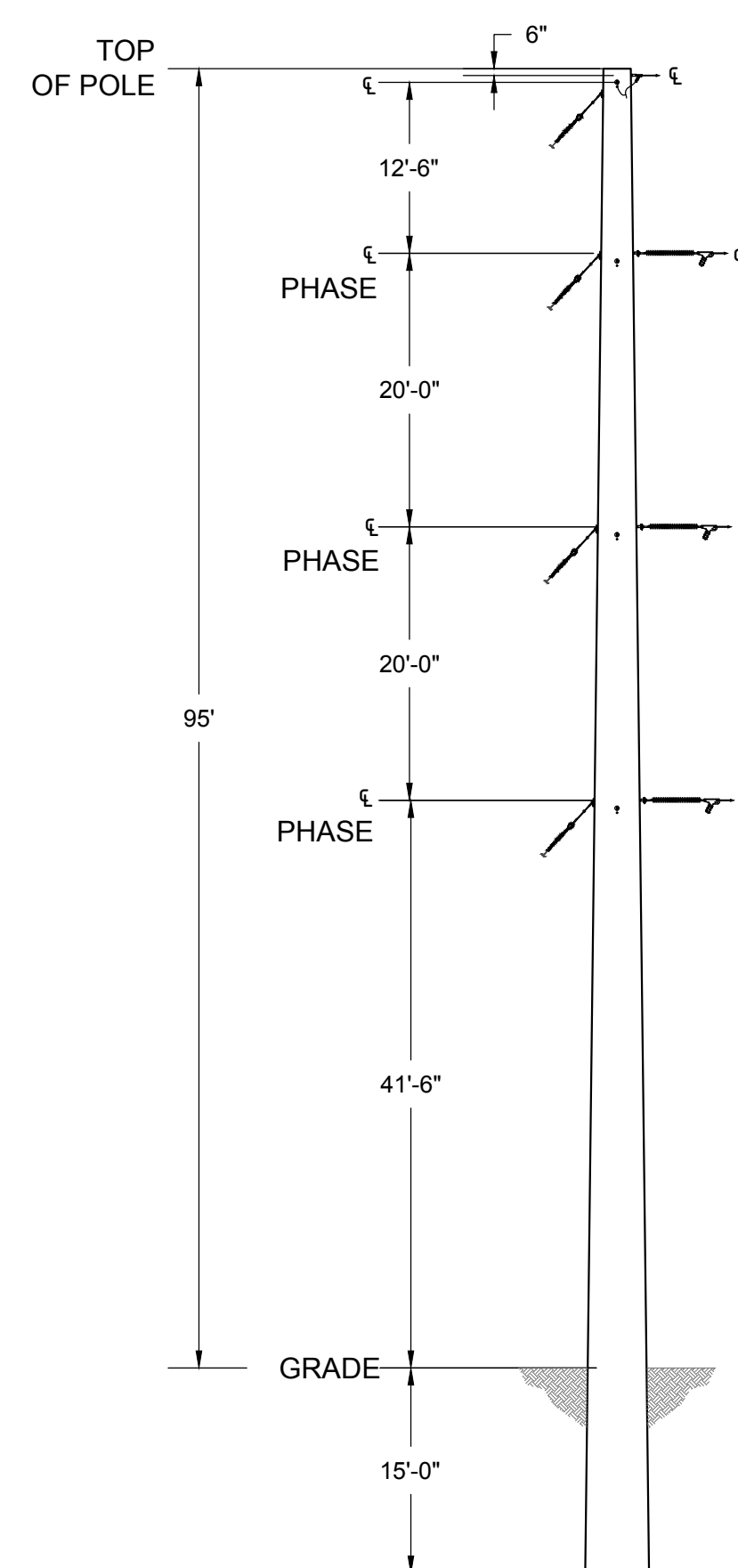


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PROJECT:	DIABLO ENERGY STORAGE APN 085-280-010 701 WILLOW PASS ROAD, PITTSBURG, CA

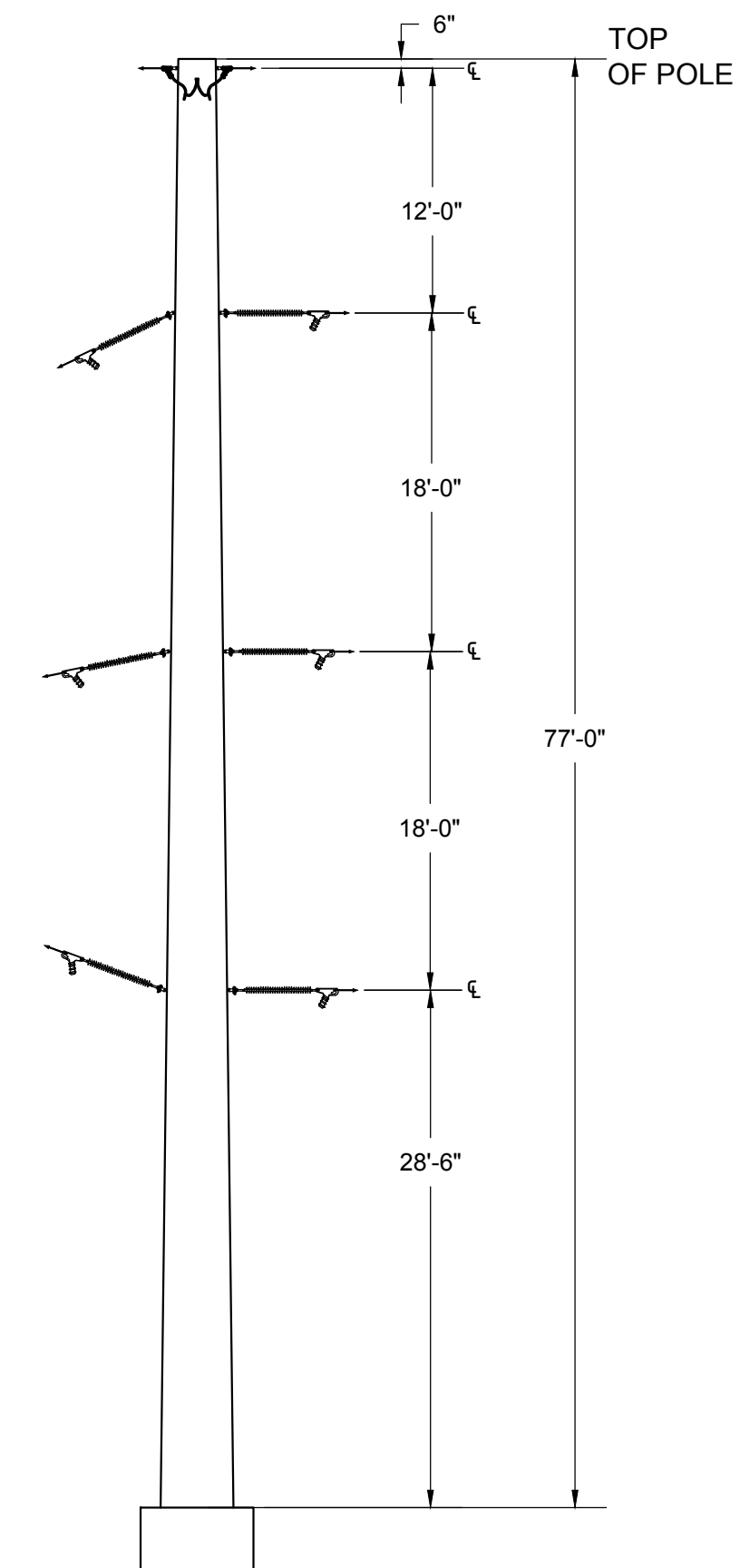
OWNER/APPLICANT: DIABLO ENERGY STORAGE, LLC 5000 HOPKINS ROAD SUITE #480 PLEASANTON, CA 94588 TEL: 925-201-5230 FAX: 925-201-5230	C-8
ENGINEER: TRC SOLUTIONS, INC. 17911 VON KARMAN AVENUE, SUITE 400 IRVINE, CA 92614 TEL: 949-261-8800 jstenger@trcsolutions.com	 TRC <i>Results you can rely on</i>



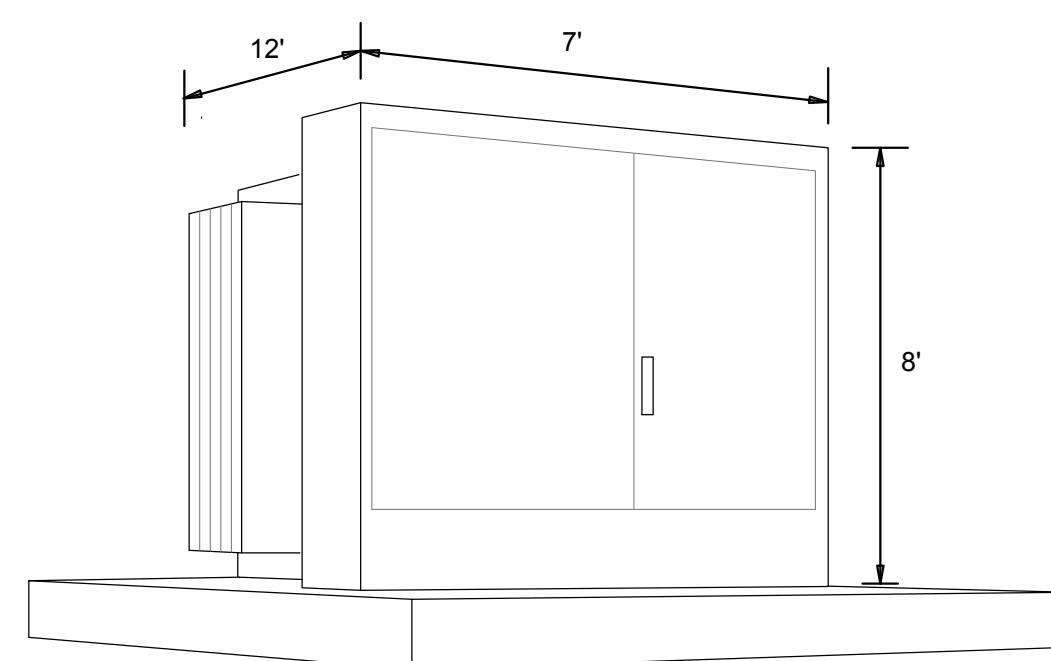
1 SUBSTATION
NOT TO SCALE



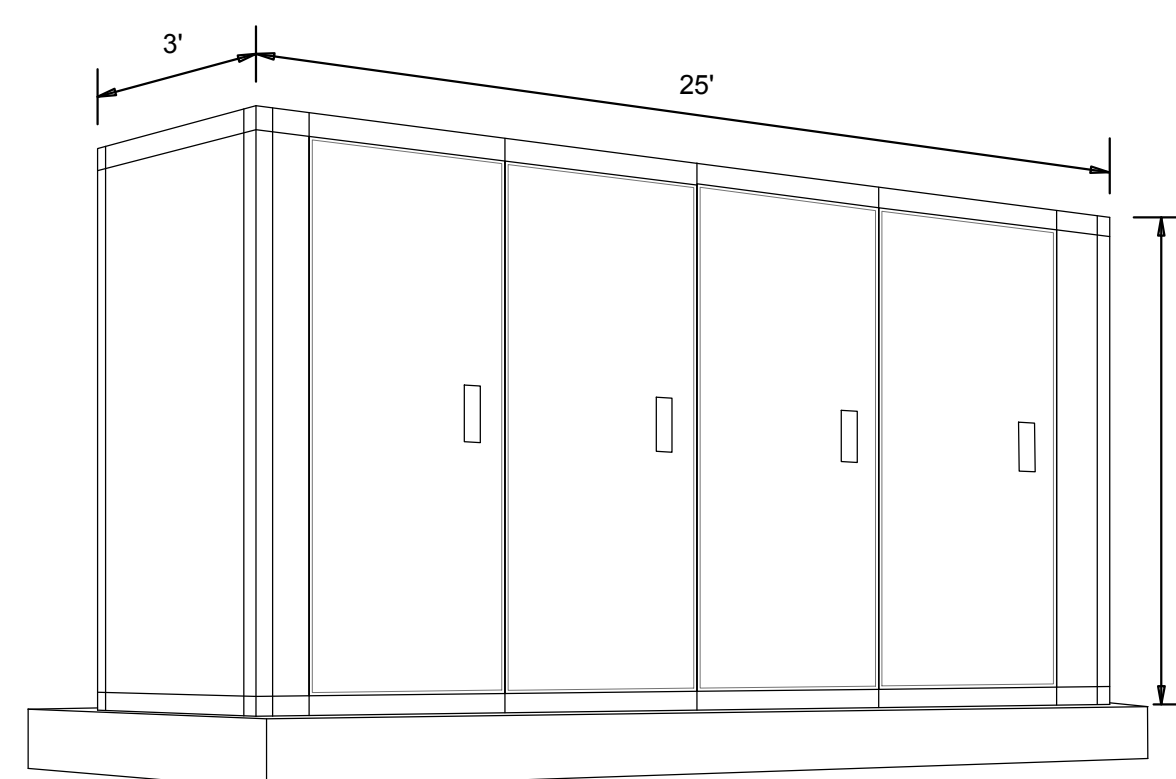
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NOT TO SCALE



3 DOUBLE DEAD END ELECTRIC LINE POLE
NOT TO SCALE



4 _____ PADMOUNT TRANSFORMER (TYP.)
NOT TO SCALE



5 INVERTER EQUIPMENT ENCLOSURE (TYP.)
NOT TO SCALE

[illegible]

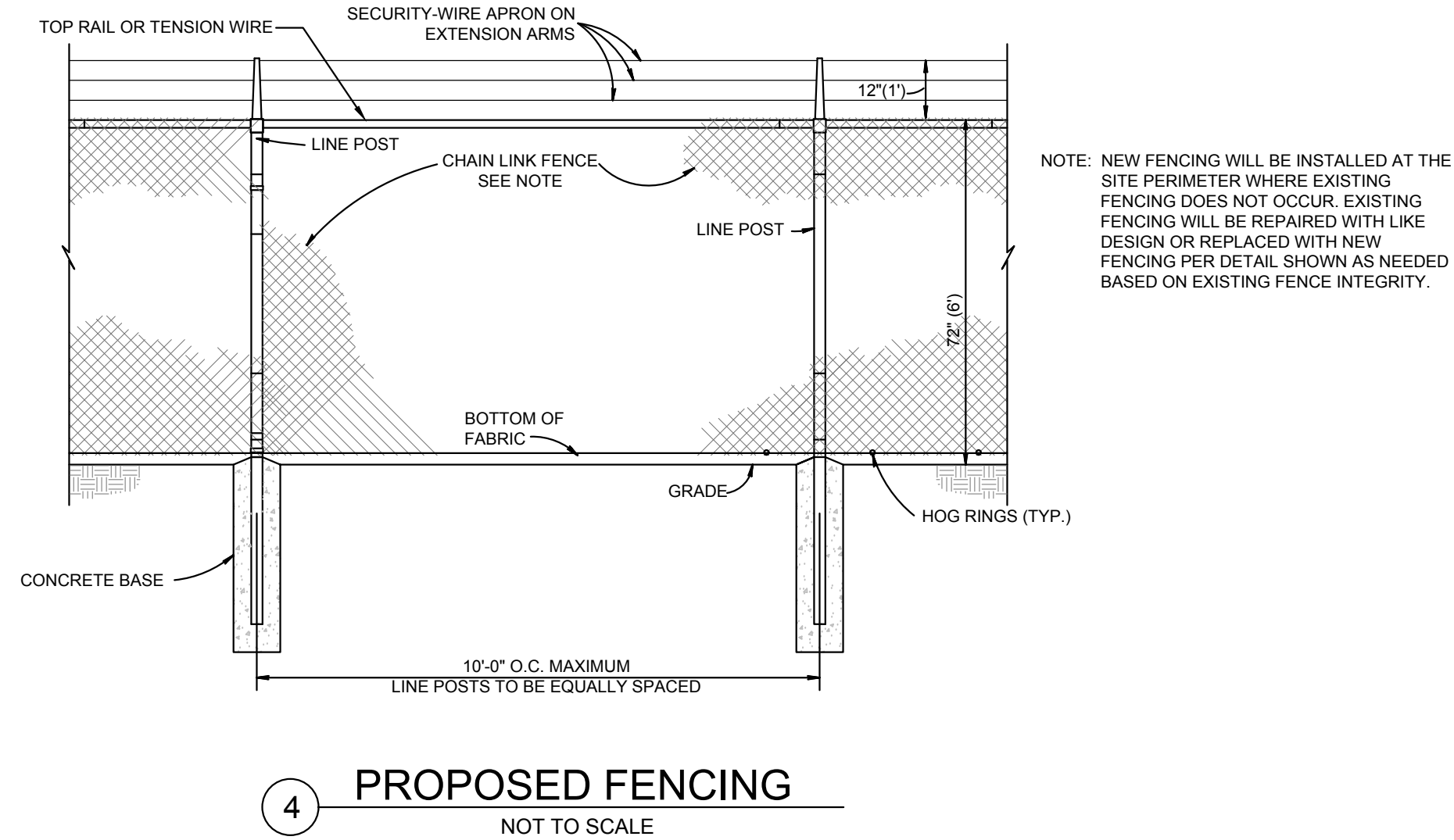
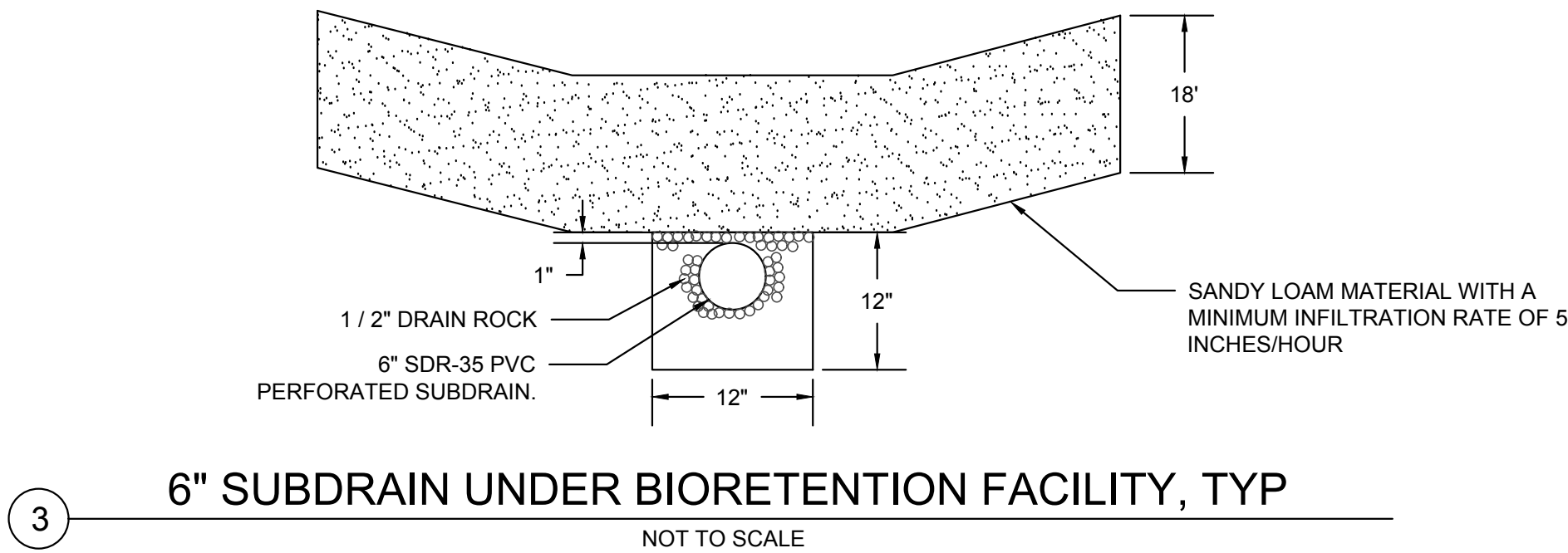
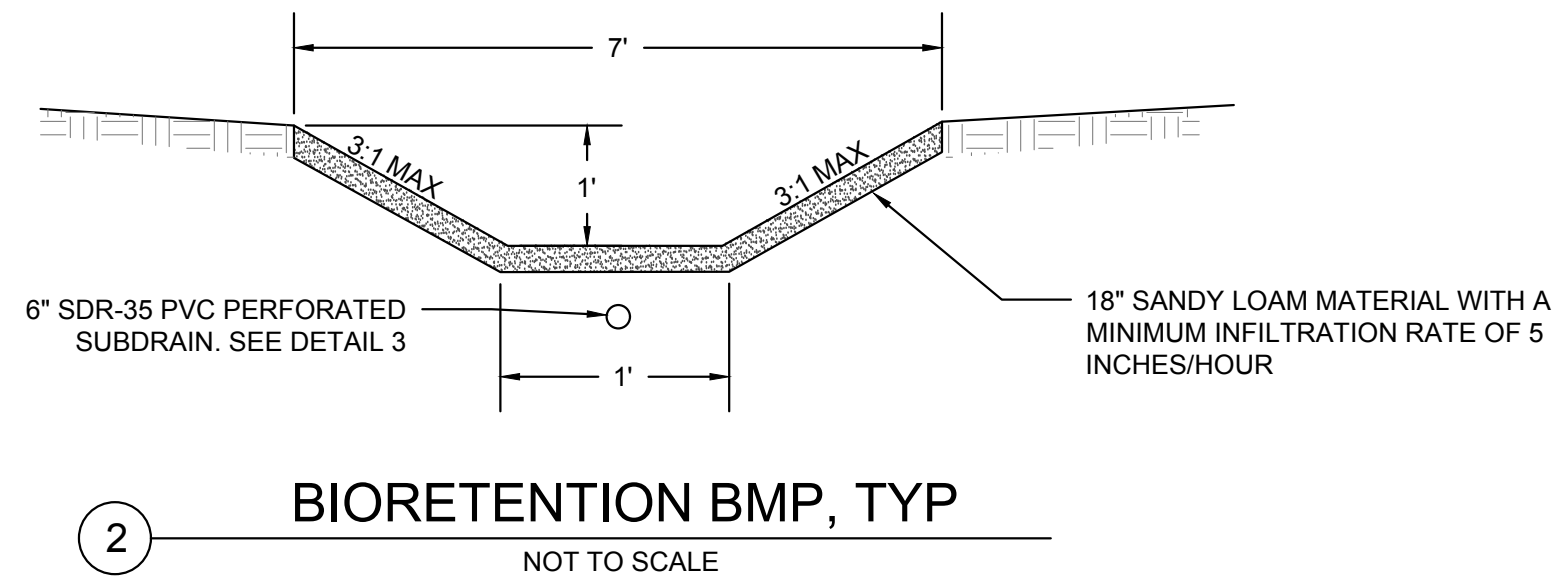
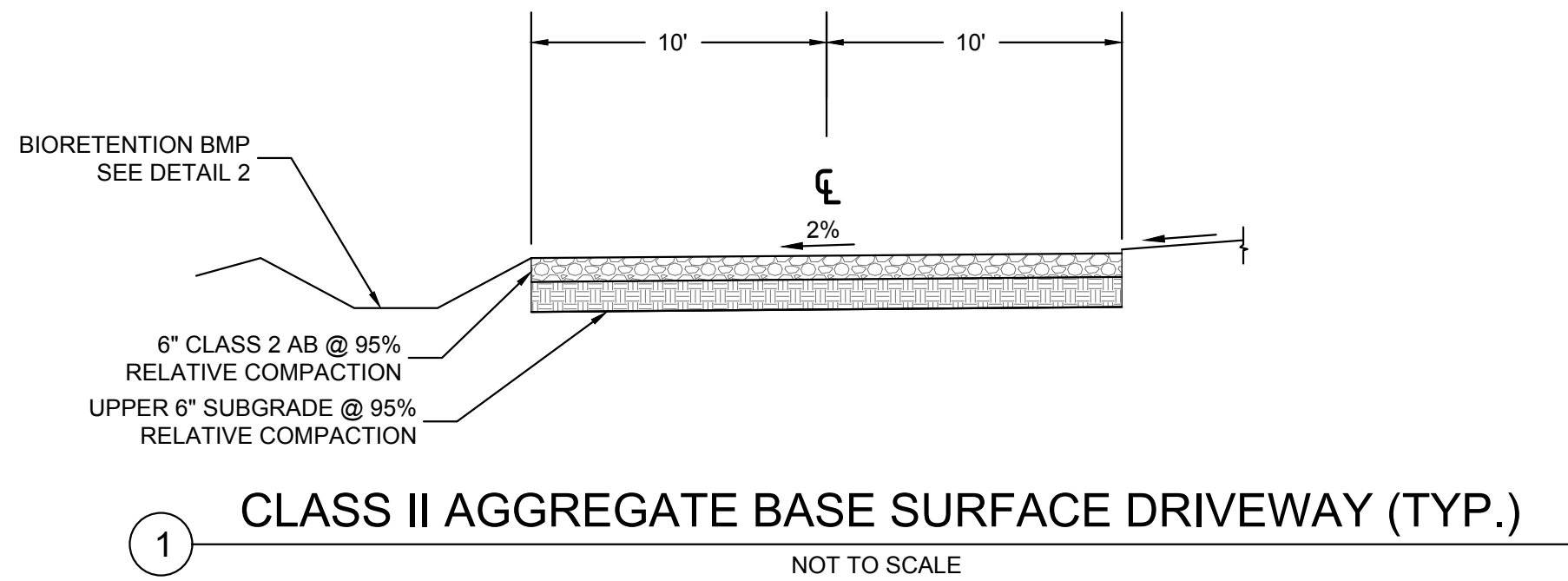
TITLE:	ELECTRICAL DETAILS
PROJECT:	DIABLO ENERGY STORAGE APN 085-280-010 701 WILLOW PASS ROAD, PITTSBURG, CA

OWNER/APPLICANT: DIABLO ENERGY STORAGE, LLC
5000 W. 10TH AVE. #480
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5230

ENGINEER: TRC SOLUTIONS, INC.
17911 VOYAGER DRIVE, SUITE 400
IRVINE, CA 92618
PH: 949-697-7169
jstenger@trcsolutions.com

SHEET NO. **C-9**

 **TRC**
Results you can rely on.



TITLE:
ROADWAY, DRAINAGE AND FENCE DETAILS

PROJECT:
DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

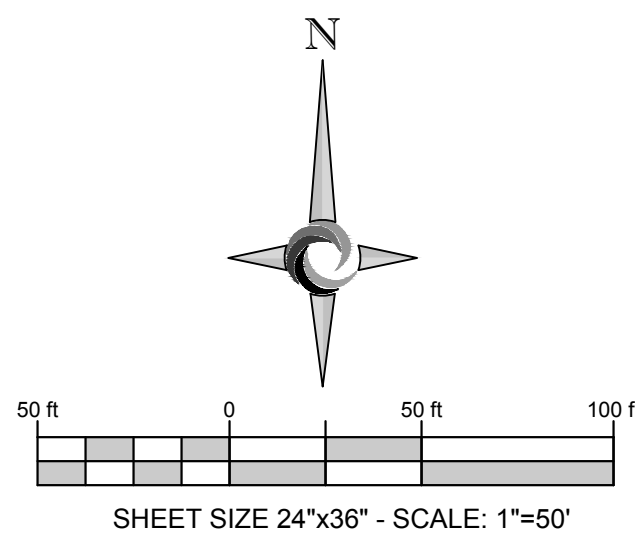
OWNER/APPLICANT:
DIABLO ENERGY STORAGE, LLC
5000 HOPKINS ROAD SUITE #400
PLEASANTON, CA 94588
PH: 925-201-5240
FAX: 925-201-5220

ENGINEER:
TRC SOLUTIONS, INC.
17911 VON KARMAN AVENUE, SUITE 400
IRVINE, CA 92614
PH: 949-697-7169
jplenger@trcsolutions.com



SHEET NO.
C-10

REV	DATE	DESCRIPTION	BY	CHKD	APP.
0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURG	VL	SH	JS
1	01/12/18	MINOR DESIGN UPDATES INCORPORATED	VL	SH	JS



OWNER/APPLICANT:	ENGINEER:
DYABLO ENERGY STORAGE, LLC 5100 HAYWARD ROAD SUITE #480 PLEASANTON, CA 94566 PH: 925-201-5240 FAX: 925-201-5230	TRC SOLUTIONS, INC 17911 VON KARMAN AVENUE, SUITE 400 TUSTIN, CA 92680 PH: 949-697-1169 jstenger@trcsolutions.com
SHEET NO.	 C-11 <i>Results you can rely on</i>



- | | | |
|---|---|---|
| <p>OWNER/APPLICANT:</p> <p>DIALO ENERGY STORAGE, LLC
 5600 W. 10TH AVE. #460
 PLEASANTON, CA 94568
 PH: 925-201-5240
 FAX: 925-201-5230</p> | <p>ENGINEER:</p> <p>TRC SOLUTIONS, INC
 17911 VON IRVINE BLVD. SUITE 400
 COSTA MESA, CA 92626
 PH: 949-897-7189
 jstenger@trcsolutions.com</p> | <p>SHEET NO.</p> <div style="text-align: center;">  <p>A-4</p> </div> <p><i>Results you can rely on</i></p> |
|---|---|---|

- 1 LINE OF ROOF
- 2 ROOF DRAIN OVERTFLOW
- 3 DOOR AWNING
- 4 PARAPET WALL
- 5 TOP OF CEILING
- 6 TILT UP CONCRETE WALLS
- 7 MECHANICAL UNITS
- 8 DOWNSPOUT
- 9 METAL PANELS
- 10 LIGHT FIXTURE
- 11 METAL DOOR
- 12 CONCRETE LINE
- 13 12"x12" ROLL-UP DOOR
- 14 VENTED METAL MECHANICAL SCREEN SYSTEM





SCALE : 1" = 40'

SCALE: 1" = 10'

NOTE: Illustration of alternate building exterior design employing the use of steel framing exterior walls and metal cladding exterior material.



- ① LINE OF ROOF
- ② ROOF DRAIN OVERFLOW
- ③ DOOR AWNING
- ④ PARAPET WALL
- ⑤ TOP OF CEILING
- ⑥ TILT UP CONCRETE WALLS
- ⑦ MECHANICAL UNITS
- ⑧ DOWNSPOUT
- ⑨ SHEET METAL PANELS
- ⑩ LIGHT FIXTURE
- ⑪ METAL DOOR
- ⑫ CONCRETE LINE
- ⑬ VENTED METAL MECHANICAL SCREEN SYSTEM

0	08/29/17	INITIAL SUBMITTAL TO CITY OF PITTSBURGH	VL	SH	JS
1	01/12/18	MINOR DESIGN UPDATES INCORPORATED	VL	SH	JS
REV	DATE	DESCRIPTION	BY	CHKD	APP.

DIABLO ENERGY STORAGE
APN 085-280-010
701 WILLOW PASS ROAD, PITTSBURG, CA

PROJECT:

SHEET NO. **A-5**



TRC
Results you can rely on

SHEET NO.

Appendix B
CalEEMod Input and Output Summary

DIABLO ENERGY STORAGE PROJECT WORST-CASE PEAK DAILY CONSTRUCTION EMISSIONS

The Diablo Energy Storage Project (Project) is proposed for construction in the City of Pittsburg, California, within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD).

The Project is expected to take 6 to 12 months to construct. During construction, the Grading Phase is expected to produce the maximum daily construction emissions. Therefore, peak daily construction emissions have been estimated based upon construction activities during the Grading Phase.

The Grading Phase is expected to include approximately 15 total work days taking place over approximately three weeks. Diesel exhaust is assumed to emit no more than Tier 2 equipment. Disturbed surfaces that are not stabilized will be watered twice per day, or other equally effective palliative will be used, and ground cover will be replaced as soon as reasonably possible. The following equipment was included in the emission calculation:

- 1x Bulldozer (247 Horsepower [HP]) @ 6 hours per day
- 1x Grader (187 HP) @ 6 hours per day
- 2x Scrapers (367 HP each) @ 6 hours per day
- 1x Water Truck (402 HP) @ 6 hours per day
- 1x Self- Propelled Compactor (80 HP) @ 6 hours per day
- 1x Dump truck (402 HP each) @ 6 hours per day
- 1x Tractor/Loader/Backhoe (97 HP) @ 6 hours per day
- 1x Bobcat (65 HP) @ 6 hours per day

Emissions were calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.1 in accordance with BAAQMD guidance. The calculated peak daily emissions are provided below.

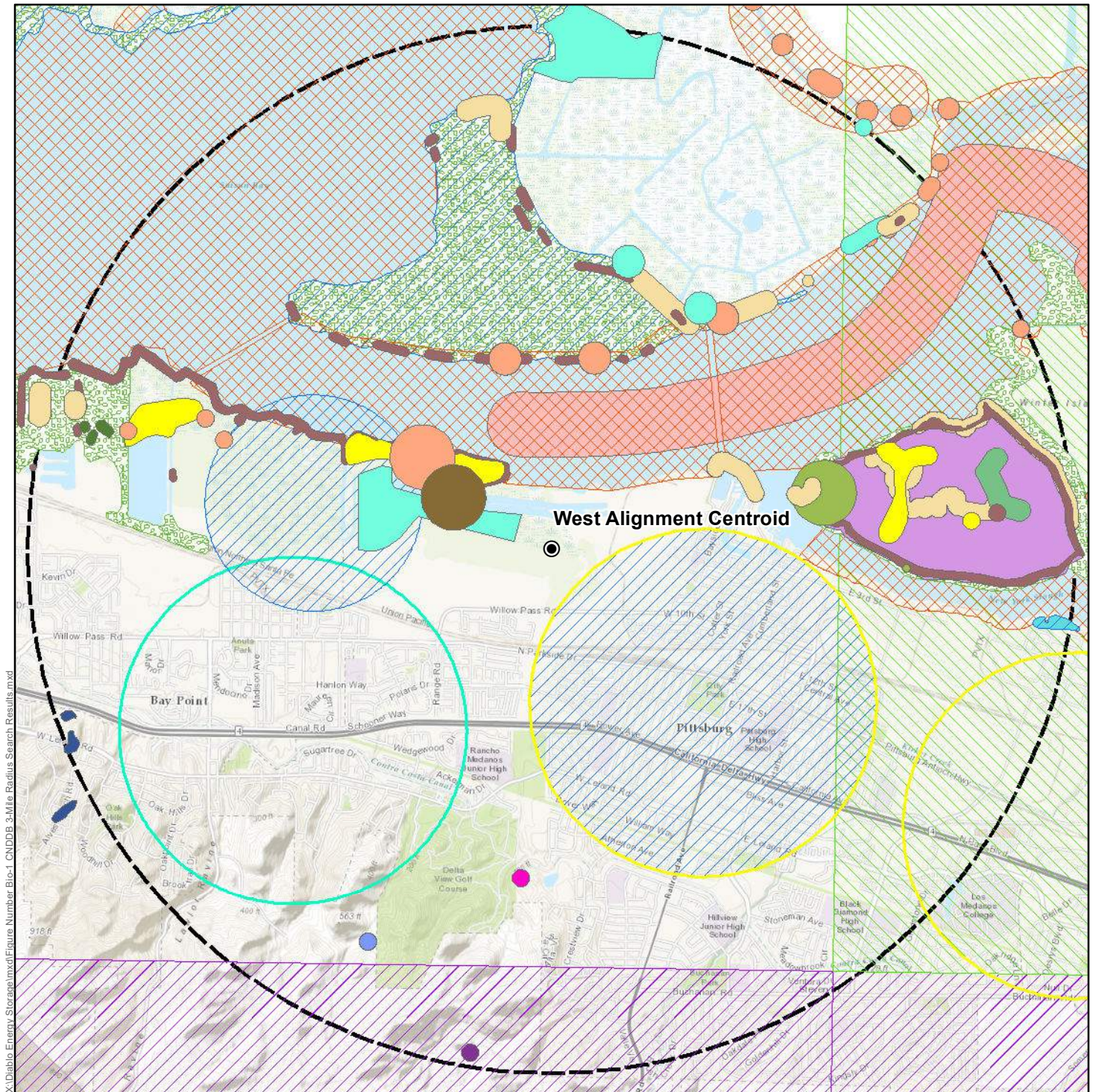
Peak Daily Emissions (pounds per day)

	ROG	CO	NO_x	SO₂	Fugitive PM₁₀	Exhaust PM₁₀	Fugitive PM_{2.5}	Exhaust PM_{2.5}
Emissions	5.4	34.3	45.9	0.1	3.8	2.3	1.5	2.1
Thresholds ¹	54	None	54	None	None	82	None	54
Significant?	No	NA	No	NA	NA	No	NA	No

¹ Source: BAAQMD, *CEQA Guidelines*, May 2017, <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>

Appendix C

Sensitive Species Occurrences within Three Miles



X:\Diablo Energy Storage\mxd\Figure Number Bio-1 CNDDDB 3-Mile Radius Search Results.mxd

- | | |
|--|--|
| <ul style="list-style-type: none"> ● West Alignment Centroid --- CNDDDB 3-Mile Radius CNDDDB Occurrences Alameda whipsnake Antioch Dunes evening-primrose Bolander's water-hemlock California black rail California least tern California red-legged frog California tiger salamander Coastal Brackish Marsh Contra Costa wallflower Delta mudwort Delta tule pea | <ul style="list-style-type: none"> Lange's metalmark butterfly Mason's lilaeopsis Suisun Marsh aster Suisun song sparrow big tarplant burrowing owl longfin smelt round-leaved filaree salt-marsh harvest mouse saltmarsh common yellowthroat soft salty bird's-beak steelhead - Central Valley DPS western bumble bee western pond turtle |
|--|--|

Figure Number BIO-1
CNDDDB 3-Mile Radius Search
West Tie-Line Alignment
Diablo Energy Storage, LLC



0 1 2 Miles
 1:52,000 8/29/2017

SPECIAL STATUS PLANT SPECIES WITH POTENTIAL TO OCCUR IN THE PROJECT VICINITY

Scientific Name Common Name	Status		Habitat Requirements	Potential for Occurrence
<i>Amsinckia grandiflora</i> Large-flowered fiddleneck	Fed: CA: CNPS:	FE SE 1B.1	Annual herb. Habitat includes cismontane woodland, and valley and foothill grassland. Blooms (March) April-May. Elevation 270-550 meters.	No Potential: Typical habitat not present in the project area. Species known from higher elevations and different vegetation communities than present in the project area.
<i>Blepharizonia plumosa</i> Big tarplant	Fed: CA: CNPS:	None None 1B.1	Annual herb. Habitat includes clay soils in valley and foothill grassland. Blooms July-October. Elevation 30-505 meters.	No Potential: Typical habitat not present within the project area. Species known from higher elevations and different vegetation communities than present in the project area.
<i>California macrophylla</i> Round-leaved filaree	Fed: CA: CNPS:	None None 1B.2	Annual herb. Habitat includes clay soils in cismontane woodland, and valley and foothill grassland. Elevation 15-1200 meters.	No Potential: Typical habitat not present within the project area. Species known from higher elevations and different vegetation communities than present in the project area.
<i>Chloropyron molle</i> ssp. <i>molle</i> Soft salty bird's-beak	Fed: CA: CNPS:	FE SR 1B.2	Hemiparasitic annual herb. Habitat includes coastal salt marshes and swamps. Blooms June-November. Elevation 0-3 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Cicuta maculata</i> var. <i>bolanderi</i> Bolander's water hemlock	Fed: CA: CNPS:	None None 2B.1	Perennial herb. Habitat includes marshes and swamps with coastal, fresh, or brackish water. Blooms July-September. Elevation 0-200 meters.	Moderate Potential: The project area may include marsh or wetland habitat of within the typical elevation range of this species.
<i>Erysimum capitatum</i> var. <i>angustatum</i> Contra Costa wallflower	Fed: CA: CNPS:	FE SE 1B.1	Perennial herb. Habitat includes inland dunes. Blooms March-July. Elevation 3-20 meters.	Low Potential: Inland dunes are not present. Project area elevations are generally at or below the low end of the range for this species.
<i>Lathyrus jepsonii</i> var. <i>jepsonii</i> Delta tule pea	Fed: CA: CNPS:	None None 1B.2	Perennial herb. Habitat includes marshes and swamps with fresh or brackish water. Blooms May-July (August-September). Elevation 0-5 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.

<i>Limosella australis</i> Delta mudwort	Fed: CA: CNPS:	None None 2B.1	Perennial stoloniferous herb. Habitat usually mud banks. Also found in riparian scrub, and marshes and swamps with fresh or brackish waters. Blooms May-August. Elevation 0-3 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Lasthenia conjugens</i> Contra Costa goldfields	Fed: CA: CNPS: CRPR:	FE None 1B.1	Annual herb. Habitat is mesic areas including cismontane woodland, alkaline playas, valley and foothill grassland, and vernal pools. Blooms March-June. Elevation 0-470 meters.	Low Potential: Habitat typical of this species is not present.
<i>Lilaeopsis masonii</i> Mason's lilaeopsis	Fed: CA: CNPS:	None SR 1B.1	Perennial rhizomatous herb. Habitat is marshes and swamps with fresh or brackish water, and riparian scrub. Blooms April-November. Elevation 0-10 meters.	Moderate Potential: The project area may include marsh or wetland habitat within the typical elevation range of this species.
<i>Neostapfia colusana</i> Colusa grass	Fed: CA: CNPS:	FT SE 1B.1	Annual herb. Habitat is vernal pools (typically large). Blooms May-August. Elevation 5-200 meters.	Low Potential: Habitat typical of this species is not present. Elevation of project area below the typical range for this species.
<i>Oenothera deltooides</i> ssp. <i>howellii</i> Antioch dunes evening- primrose	Fed: CA: CNPS:	FE SE 1B.1	Perennial herb. Habitat is inland dunes. Blooms March-September. Elevation 0-30 meters.	No Potential: No dune habitat is present in the project area.
<i>Sidalcea keckii</i> Keck's checkerbloom	Fed: CA: CNPS:	FE None 1B.1	Annual herb. Habitat soil often clay or serpentinite. Habitat is cismontane woodland, and valley and foothill grassland. Blooms April-May (June). Elevation 75-650 meters.	No Potential: Typical habitat not present within the project area. Species known from higher elevations than the project area.
<i>Symphyotrichum lentum</i> Suisun marsh aster	Fed: CA: CNPS:	None None 1B.2	Perennial rhizomatous herb. Habitat is marshes and swamps with fresh or brackish water. Blooms (April) May-November. Elevation 0-3 meters.	Moderate Potential: The project area may be within marsh or wetland habitat of within the typical elevation range of this species.
Federal Designations: FE = Federal Endangered FT=Federal Threatened FC=Candidate for Federal Listing BCC = USFWS Bird of Conservation Concern			California Rare Plant Ranks (CRPR): 1A: Presumed extirpated in California and rare or extinct elsewhere 1B: Rare, threatened, or endangered in California and elsewhere 2A: Presumed extirpated in California, but more common elsewhere 2B: Rare, threatened, or endangered in California, but more common elsewhere	

	3: Review list of plants requiring more study 4: Watch list of plants of limited distribution
CA State Designations: SE=State Endangered ST= State Threatened SR = State Rare SFP = State-Fully Protected SSC= Species of Special Concern WL = Watch List Species	California Native Plant Society (CNPS) Threat Code: .1: Seriously threatened in California .2: Moderately threatened in California .3: Not very threatened in California

References

- California Native Plant Society, Rare Plant Program. 2017. *Inventory of Rare and Endangered Plants of California* (online edition, v8-03 0.39). California Native Plant Society, Sacramento, CA. <http://www.rareplants.cnps.org> (Accessed 8/31/17).
- California Department of Fish and Wildlife. 2017. *California Natural Diversity Database, Rarefind*. <https://map.dfg.ca.gov/rarefind/view/RareFind.aspx> (Accessed 8/31/17).
- U.S. Fish and Wildlife Service. 2017. *Information for Planning and Consultation* (IPaC). <https://ecos.fws.gov/ipac/location/YGJLIYJGHZGKHPZYQLTSNZMSNA/resources> (Accessed 8/31/17).

SPECIAL STATUS WILDLIFE WITH POTENTIAL TO OCCUR IN THE PROJECT VICINITY

Scientific Name Common Name	Status	Habitat Requirements	Potential for Occurrence
Fishes			
<i>Oncorhynchus mykiss irideus</i> Steelhead – Central Valley DPS	Fed: FT CA: None	These include all populations in the Sacramento/San Joaquin River system and its delta. Found in cool, clear, fast-flowing waters, and are the most physiologically tolerant to of the salmonids.	No Potential: The project area does not contain appropriate aquatic habitat.
<i>Hypomesus transpacificus</i> Delta smelt	Fed: FT CA: SE	Spawn in shallow fresh, or slightly brackish, waters. Found from Suisun Bay upwards through the Sacramento/San Joaquin River Delta.	No Potential: The project area does not contain the appropriate aquatic or open water estuarine habitat.
<i>Spirinchus thaleichthys</i> Longfin smelt	Fed: FC CA: ST	Spend adult life in bays, estuaries, and nearshore coastal areas. Migrate to freshwater rivers to spawn. Found in mid-water to near the bottom following prey movement.	No Potential: The project area does not contain the appropriate aquatic or open water estuarine habitat.
Insects			
<i>Elaphrus viridis</i> Delta green ground beetle	Fed: FT CA: None	To date found only in the greater Jepson Prairie area of Solano County. Preferred habitat appears to be a grassland-playa pool matrix.	No Potential: The project area does not contain the required habitat, and is outside of the known range of this species.
<i>Apodemia mormo langei</i> Lange's metalmark butterfly	Fed: FE CA: None	To date is found only along the southern bank of the Sacramento-San Joaquin River in the Antioch sand dunes of Contra Costa County. All life stages occur near the host plant, which is buckwheat.	Low Potential: Dune habitat is not present in the Project area.
<i>Desmocerus californicus dimorphus</i> Valley elderberry longhorn beetle	Fed: FT CA: None	Found on the host plant, which is red or blue elderberry, along streams and rivers in riparian forests.	Low Potential: The project area may contain the host elderberry plant however, the area is outside of the known range of this species.

<i>Bombus occidentalis</i> Western bumblebee	Fed: CA:	None None	Rare. Found in temperate regions such as meadows and prairies with an abundance of flowers.	Low Potential: The project area does not include typical habitat for this species.
<i>Callophrys mossii bayensis</i> San Bruno elfin butterfly	Fed: CA:	FE None	Habitat includes the rocky outcrops and cliffs in coastal scrub along the San Francisco peninsula. Live along north-facing slopes within the fog belt. Dependent on the host plant, <i>Sedum spathulifolium</i> .	No Potential: The project area does not contain the required habitat, and is outside of the known range of this species.
Invertebrates				
<i>Branchinecta lynchi</i> Vernal pool fairy shrimp	Fed: CA:	FT None	Require vernal pools or other seasonal wetlands that experience a drying cycle. Cysts may persist for years within the soil.	Low Potential: The project area may include seasonal wetland habitat but vernal habitat, if present, is anthropogenic and likely of low habitat value.
<i>Lepidurus packardii</i> Vernal pool tadpole shrimp	Fed: CA:	FE None	Require vernal pools or other seasonal wetlands that experience a drying cycle. Cysts may persist for years within the soil.	Low Potential: The project area may include marsh or wetland habitat of unknown quality, and composition. Likely presence of vernal pool habitat low.
<i>Branchinecta conservatio</i> Conservancy fairy shrimp	Fed: CA:	FE None	Require large, cool vernal pools with moderately turbid water. Hatch during the fall rainy season.	No Potential: The project area does not include typical habitat for this species.
Amphibians				
<i>Ambystoma californiense</i> California tiger salamander	Fed: CA:	FT ST	Require seasonal wetlands for breeding, and upland grassland areas with burrows for shelter and habitat as adults. Migrations correspond to the rain season in fall.	Low Potential: The project area does not is not conducive to providing the upland habitat needs for this species.
<i>Rana draytonii</i> California red-legged frog	Fed: CA:	FT SSC	Found in humid forests, woodlands, grasslands, coastal scrub and streamsides with plant cover. Usually in the lowlands or foothills.	None: The project area does not include typical habitat for this species.
Reptiles				
<i>Actinemys marmorata</i> Western pond turtle	Fed: CA:	None SSC	Found in slow moving streams, lakes, ponds, and wetlands.	Moderate Potential: The project area may include marsh or wetland habitat suitable for this species.

<i>Masticophis lateralis euryxanthus</i> Alameda whipsnake	Fed: CA:	FT ST	Found in chaparral habitats including northern coastal sage scrub and coastal sage. Utilize rock outcrops, rock crevices, and mammal burrows for hunting and shelter.	No Potential: The project area does not contain the required habitat, and is outside of the known range of this species.
<i>Thamnophis gigas</i> Giant garter snake	Fed: CA:	FT ST	Found in marshes, sloughs, drainage canals, irrigation ditches (rice fields), and slow moving creeks. Prefers vegetation next to water for basking and hunting, primarily tule grass.	No Potential: The project area does not contain the required habitat, and is outside of the known range of this species.
Birds				
<i>Athene cunicularia</i> Burrowing owl	Fed: CA:	BCC SSC	Utilize burrows created by ground squirrels, prairie dogs, or gopher tortoises. Require open vegetated habitats such as grassland or deserts. Can be found in abandoned urban areas.	Low Potential: Planning Survey results show the Project Site does not provide burrowing owl habitat. Some burrowing owl individuals could occur along the tie-line alignments, including urbanized areas
<i>Geothlypis trichas sinuosa</i> Saltmarsh common yellowthroat	Fed: CA:	BCC SSC	Require tall, emergent, and herbaceous wetlands. Utilize salt marshes east of the Carquinez Strait.	Low Potential: The project area may include marsh or wetland, but is outside of known range of this species.
<i>Laterallus jamaicensis coturniculus</i> California black rail	Fed: CA:	BCC ST; SFP	Utilize salt marshes, freshwater marshes, and wet meadows. Leaves the marsh during high tides, and requires dense vegetation to hide from predators within.	Low Potential: Area surrounded by anthropogenic disturbance and this species is highly secretive and cryptic. Vegetation in the Project area is not conducive to cover needed by this species.
<i>Melospiza melodia maxillaris</i> Suisun song sparrow	Fed: CA:	BCC SSC	Found in the brackish-marsh waters of Suisun Bay. Utilize a matrix of emergent vegetation including bulrush and cattails.	Moderate Potential: The project area may include marsh or wetland similar to locations of known occurrences in the vicinity.
<i>Rallus obsoletus obsoletus</i> California Ridgway's (clapper) rail	Fed: CA:	FE SE; SFP	Require the tidal marshes of the San Francisco Bay estuary. Forage on the open mud flats, and nest in dense marsh vegetation.	Low Potential: The project area may include marsh or wetland foraging habitat. Nesting requirements not anticipated to be met by the project area.
<i>Sternula antillarum browni</i> California least tern	Fed: CA:	FE SE; SFP	Require beaches, mudflats, or sand dunes that are near shallow estuaries or lagoons. Areas are often large and flat.	No Potential: Typical habitat requirements not met by the project area.

Mammals				
<i>Reithrodontomys raviventris</i> Salt-marsh harvest mouse	Fed: CA:	FE SE; SFP	Found in saline emergent wetlands of San Francisco Bay. Require salt marsh vegetation, primarily pickleweed. Nest in grasses, or utilize abandoned bird nests. Known population adjacent to project area.	Moderate Potential: The project area may include marsh or wetland habitat similar to a nearby area with a known SMHM population.
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	Fed: CA:	FE ST	Habitat includes open desert, creosote bush flats, and sand dunes. Most individuals found in areas with less than 20 percent vegetation cover.	No Potential: The project area does not contain the required habitat, and is outside of the known range of this species.
Federal Designations FE = Federal Endangered FT=Federal Threatened FC=Candidate for Federal Listing BCC = USFWS Bird of Conservation Concern				State Designations: SE=State Endangered ST= State Threatened SFP = State-Fully Protected SSC= Species of Special Concern WL = Watch List Species

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Appendix D
Noise Technical Report

NOISE AND VIBRATION IMPACT ANALYSIS

**DIABLO ENERGY STORAGE PROJECT
CITY OF PITTSBURG, CALIFORNIA**



January 2018

NOISE AND VIBRATION IMPACT ANALYSIS

DIABLO ENERGY STORAGE PROJECT CITY OF PITTSBURG, CALIFORNIA

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January 2018

TABLE OF CONTENTS

LIST OF ABBREVIATIONS AND ACRONYMS.....	iii
EXECUTIVE SUMMARY	1
Construction Noise Impact Summary.....	1
Operations Noise Impact Summary.....	2
Energy Storage Facility Noise Impact Summary	2
Corona Noise Impact Summary.....	3
LOCATION AND DESCRIPTION.....	4
Project Location and Surrounding Uses	4
Project Description	4
METHODOLOGY	8
Characteristics of Sound.....	8
Measurement of Sound.....	8
Physiological Effects of Noise	10
Fundamentals of Vibration	11
REGULATORY SETTING	14
Federal Regulations.....	14
State Regulations.....	15
Local Regulations.....	15
City of Pittsburg General Plan Noise Element	15
City of Pittsburg Municipal Code	16
City of Pittsburg Vibration Standards	16
EXISTING SETTING.....	17
Overview of the Existing Noise Environment	17
Sensitive Land Uses in the Project Vicinity	17
Existing Noise Level Measurements	17
Existing Aircraft Noise.....	17
PROJECT NOISE AND VIBRATION IMPACTS.....	20
Short-Term Construction Noise Impacts	20
Short-Term Construction Vibration Impacts	22
Long-Term Aircraft Noise Impacts.....	23
Long-Term Stationary Noise Impacts	23
Corona Noise	27
RESULTS SUMMARY	29
REFERENCES	30
LIST OF PREPARERS.....	ERROR! BOOKMARK NOT DEFINED.

APPENDICES

A: NOISE MONITORING SURVEY SHEETS

FIGURES AND TABLES

FIGURES

Figure 1: Project Location.....	6
Figure 2: Site Plan.....	7
Figure 3: Noise Monitoring Locations	19
Figure 4: Long-Term Operational Impacts.....	26
Figure 5: Corona Noise Assessment	28

TABLES

Table A: Definitions of Acoustical Terms.....	10
Table B: Common Sound Levels and Their Noise Sources.....	11
Table C: Human Response to Different Levels of Ground-Borne Noise and Vibration.....	12
Table D: Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment.....	14
Table E: Construction Vibration Damage Criteria	15
Table F: Existing Noise Level Measurements	18
Table G: Typical Maximum Construction Equipment Noise Levels (Lmax)	21
Table H: Vibration Source Amplitudes for Construction Equipment	23
Table I: Project Operations – All Sources	25
Table J: Corona Noise Contributions – dBA Leq	27

LIST OF ABBREVIATIONS AND ACRONYMS

$\mu\text{in/sec}$	microinches per second
μPa	micropascal
ADT	average daily traffic
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
dB	decibels
dBA	A-weighted decibels
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
ft	foot/feet
FTA	Federal Transit Administration
HP	horsepower
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
in/sec	inches per second
L_{dn}	day-night average noise level
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous noise level
LSA	LSA Associates, Inc.
L_v	velocity in decibels
mi	miles
N/A	not applicable
PPV	peak particle velocity
project	Diablo Energy Storage Project
RCNM	Roadway Construction Noise Model
RMS	root-mean-square (velocity)
sf	square feet
Spec.	specification
VdB	vibration velocity decibels
VMS	variable message sign
V_{ref}	reference velocity amplitude

EXECUTIVE SUMMARY

This noise and vibration impact analysis has been prepared to evaluate the potential noise and vibration impacts and mitigation measures associated with the proposed Diablo Energy Storage Project located in the City of Pittsburg, California.

The proposed Diablo Energy Storage Project and associated discretionary actions collectively are the “project” assessed in this noise and vibration impact analysis. The project proposes to install one to three single-story buildings on a graded and vacant approximately 12 acre site representing a portion of an approximately 35 acre parcel located at 701 Willow Pass Road. The buildings would house advanced energy storage technology (e.g. lithium batteries) which together with related control equipment including inverters, transformers and a small on-site electric substation, would be connected via a new tie-line to the existing PG&E substation located approximately 0.6 miles north of the project site.

This report discusses the characteristics of noise, the way in which it is measured, the physiological effects of noise, and provides a definition of acoustical terms. It also discusses vibration and human response to different levels of ground-borne and vibration. The report also summarizes federal, state and local standards and regulation regarding acceptable noise levels for specified land uses including residential use.

The existing sources of noise in the project civility include traffic noise from Willow Pass Road to the north industrial uses and the existing rail line to the south, and corona noise from the overhead power lines. Sound levels in the project vicinity were documented by noise measurements taken at five locations shown in Figure 3, including one at the property line of each of the three residential developments in the vicinity of the project site. As shown in Table I, the range of existing noise levels for these properties is 45.9 to 64.2 dBA L_{eq} .

The impact analysis evaluates the potential noise impacts that could occur during project construction including vibration impacts. It also characterizes the potential noise impacts during project operation and potential corona noise from the proposed overhead tin-in line that would connect to the existing PG&E substation.

CONSTRUCTION NOISE IMPACT SUMMARY

Construction is undertaken in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels vary as construction progresses. The composite noise level of the pieces of equipment during construction would be up to 89 dBA L_{eq} at a distance of 50 ft from the construction area. It is expected that noise levels at the residences 80 feet to the east would approach 85 dBA L_{eq} , construction impacts at residences 1,325 feet to the west would approach 61 dBA L_{eq} , and construction impacts at residences 1,040 feet to the south would approach 63 dBA L_{eq} . While construction-related short-term noise levels have the

potential to be higher than existing ambient noise levels in the project area today, the noise impacts would no longer occur once project construction is completed.

With the requirement of the project to comply with hours of operation restrictions outlined in the City of Pittsburg Municipal Code and the policies related to construction in the Noise Element of the General Plan, construction noise impacts would be reduced to the greatest extent feasible and would not cause a substantial impact to surrounding sensitive uses.

OPERATIONS NOISE IMPACT SUMMARY

Noise impacts associated with the long-term operation of the project must comply with the standards presented in the City's Noise Element, described above. A potential impact would occur if the noise impacts associated with operation of the proposed project increase existing ambient noise levels by 5 dBA L_{eq} or more.

Energy Storage Facility Noise Impact Summary

In order to calculate the expected impacts due to long-term operational stationary source activities, the software SoundPlan was used. SoundPlan is a noise modeling program that allows 3-D calculations to be made taking into account topography, ground attenuation, and shielding from structures and walls. More specifically, this also includes the existing wall that runs north-south and is located east of the project site and west of the existing single-family homes. It is expected that this wall will provide some reduction associated with the sources that are located closer to ground level, however, the wall has the potential to provide less reduction for elevated sources such as rooftop HVAC equipment. The eastern-most building would provide significant reduction from sources associated with the middle and western-most buildings.

Following the completion of all construction phases, the results of the analysis for each sensitive area in the vicinity of the project would be as follows:

- Residences East of Project Site: The existing average nighttime noise level is 57.9 dBA L_{eq} . With the implementation of the project, noise level impacts generated by the project would be 48.9 dBA L_{eq} resulting in composite noise level of 58.4 dBA L_{eq} with an overall increase of 0.5 dBA L_{eq} .
- Residences West of Project Site: The existing average nighttime noise level is 45.9 dBA L_{eq} . With the implementation of the project, noise level impacts generated by the project would be 44.5 dBA L_{eq} resulting in composite noise level of 48.1 dBA L_{eq} with an overall increase of 2.5 dBA L_{eq} .
- Residences South of Project Site: The existing average nighttime noise level is 61.8 dBA L_{eq} . With the implementation of the project, noise level impacts generated by the project would be 46.1 dBA L_{eq} resulting in composite noise level of 61.9 dBA L_{eq} with an overall increase of 0.1 dBA L_{eq} .

- Sidewalk North of Project Site: The existing average daytime noise level is 64.2 dBA Leq. With the implementation of the project, noise level impacts generated by the project would be 65.6 dBA Leq resulting in composite noise level of 68.0 dBA Leq with an overall increase of 3.8 dBA Leq.

These results show that the noise levels at all points around the project site would experience a future noise level increase less than 5 dBA; thus the project would not result in an impact to the existing sensitive receptors.

Corona Noise Impact Summary

In addition to the stationary sources on-site, the proposed project has the potential to create corona, or electro-static noise, along the proposed tie-in lines. The audible noise from the corona noise effect was calculated based on the Bonneville Power Administration (BPA) method provided in the Electric Power Research Institute (EPRI) Transmission Line Reference Book – 115 – 230 kV Compact Line Design. The results show that the noise level contributions at the nearest residences would be highly dependent on weather conditions, however, the potential corona noise levels would be very quiet, less than 20 dBA Leq, which would likely to be masked by existing ambient noise from other sources in the vicinity of the sensitive uses.

LOCATION AND DESCRIPTION

PROJECT LOCATION AND SURROUNDING USES

The project site is located at 701 Willow Pass Road, Pittsburg, California (APN 085-280-010). The Parcel is designated Business Commercial (BC) in the City of Pittsburg General Plan¹ and is zoned Industrial Park-Limited Overlay (IP-O). The proposed use would require a zoning text amendment to amend the IPO (Industrial Park with a Limited Overlay, Ord. No. 07-1284) District, or the "Empire Business Park Overlay District," such that a "major utility" would be permitted with a use permit. The proposed project site is currently vacant and undeveloped. Figure 1 indicates the project location, and Figure 2 is the project site plan.

The following describes the adjacent land uses:

- **North:** Willow Pass Road, existing tank farm, undeveloped land
- **East:** Existing single-family homes
- **South:** Existing industrial uses, existing rail line
- **West:** Vacant land with multiple over-head high-voltage power lines, and single-family homes farther west

PROJECT DESCRIPTION

The project proposes to install between one and three single-story buildings on a graded and vacant approximately 12 acre site as shown in Figure 2. The project may be constructed in one or more phases. For the purposes of this analysis, noise impacts were analyzed for three phases:

- Phase 1: Eastern-most building, associated transformers, inverters and rooftop-HVAC as well the substation and electric tie line.
- Phase 2: The addition of the middle building with associated transformers, inverters and rooftop-HVAC.
- Phase 3: The addition of the western-most building with associated transformers, inverters and rooftop-HVAC.

¹ City of Pittsburg, 2001. *General Plan Pittsburg 2020: A Vision for the 21st Century*. November.

The buildings would house advanced energy storage technology (e.g., lithium ion batteries) which, together with related control equipment including inverters, transformers, and a small onsite electric substation, would be connected via a new electric tie-line to the existing Pacific Gas & Electric Company (PG&E) Pittsburg Substation located approximately 0.6 mile north of the Site. The facility would be unoccupied and is designed for full remote operation. Diablo Energy Storage, LLC is the Applicant for development permits and would be the Lessee of the property.

The facility would not generate electricity. Rather, it would provide a service by receiving energy (charging) from the point of interconnection (POI) with the PG&E electric transmission system, storing energy, and then later delivering energy (discharging) back to the POI. The Site is within the East Contra Costa Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) area. Two alternate routes being considered for a tie-line to the POI are also within the HCP/NCCP area, and a third alternative route being considered extends out of the HCP/NCCP area as described further under the subheading of West Alignment. The Site is currently vacant with no structures.

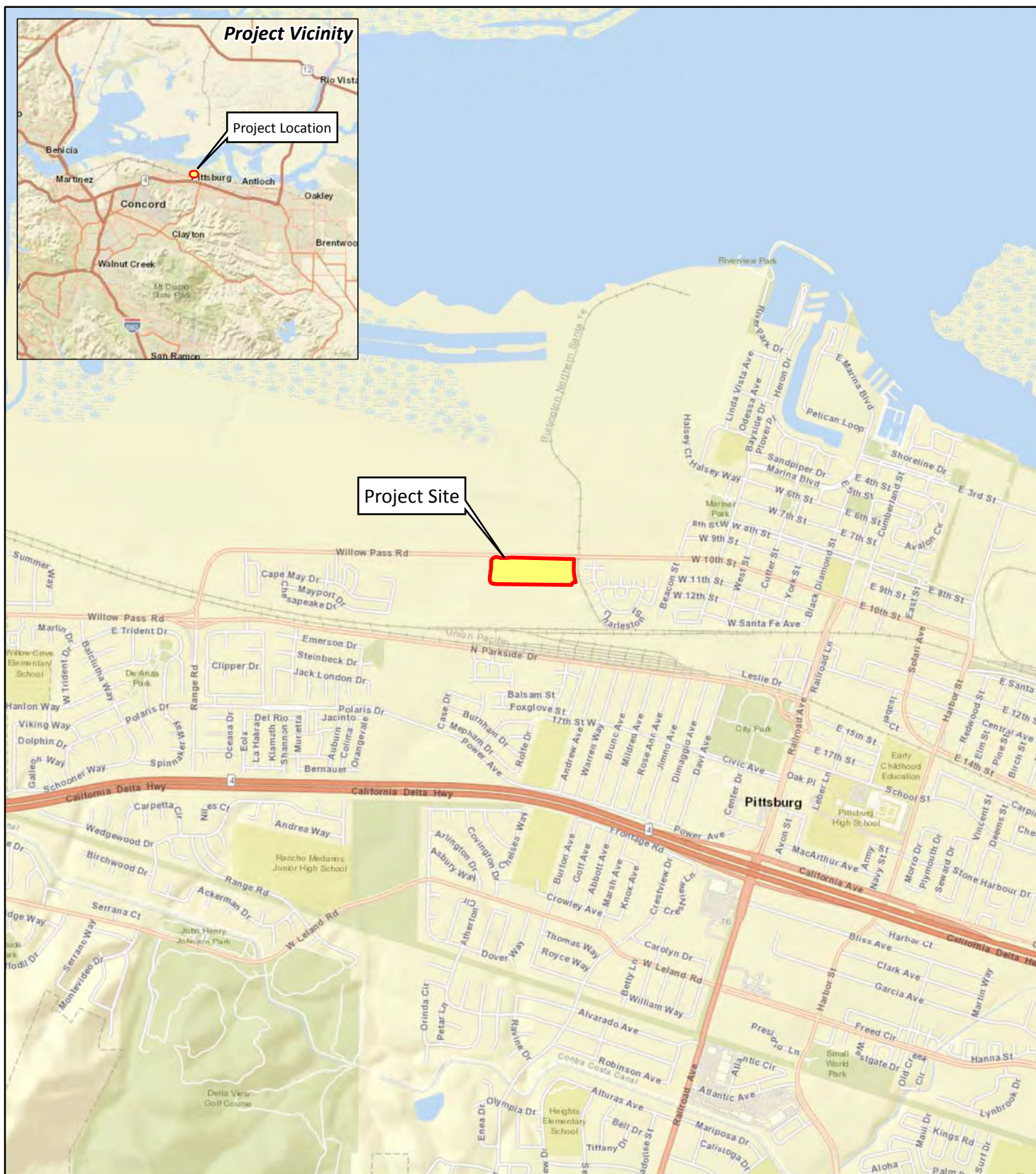


FIGURE 1

LSA



0 1000 2000
FEET

SOURCE: ESRI World Streetmap.

I:\LPD1702\GIS\Maps\Noise\Figure 1_Location Map.mxd (11/10/2017)

Diablo Energy Storage Facility
Pittsburg, Contra Costa County, California
Location Map

METHODOLOGY

Evaluation of noise and vibration impacts associated with the project includes the following:

- Determination of the short-term construction noise and vibration impacts on off-site noise-sensitive uses;
- Determination of the long-term noise and vibration impacts from on-site stationary noise sources at the existing off-site noise-sensitive uses; and
- Determination of the required mitigation measures to reduce long-term noise and vibration impacts, if any, from all sources.

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units (e.g., inches or pounds) decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) is 10 times more intense than 1 dB, 20 dB is 100 times more intense than 1 dB, and 30 dB is 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 1 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations) the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source (noise in a relatively flat environment with absorptive vegetation) decreases 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours), and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City uses the CNEL noise scale for long-term noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max} , which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered a potentially impact.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear (the threshold of pain). A sound level of 160–165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed area. Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of measurement that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low- and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted, unless reported otherwise.)
L_{01} , L_{10} , L_{50} , L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1%, 10%, 50%, and 90% of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dBA to sound levels occurring in the evening from 7:00 PM to 10:00 PM and after the addition of 10 dBA to sound levels occurring in the night between 10:00 PM and 7:00 AM.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dBA to sound levels occurring in the night between 10:00 PM and 7:00 AM.
L_{max} , L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.

Source: *Handbook of Acoustical Measurements and Noise Control* (Harris 1991).

Table B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near Freeway Auto Traffic	70	Moderately Loud	—
Average Office	60	Quiet	One-half as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	One-quarter as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	One-eighth as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing
—	0	Very Faint	—

Source: Compiled by LSA (2015).

FUNDAMENTALS OF VIBRATION

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible, but without the effects associated with the shaking of a building there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 vibration velocity decibels (VdB) or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet (ft) from the vibration source, although there are

examples of ground-borne vibration causing interference out to distances greater than 200 ft (FTA 2006). When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, both construction of a project and freight train operations on railroad tracks could result in ground-borne vibration that may be perceptible and annoying.

Ground-borne noise is not likely to be a problem because noise arriving via the normal airborne path will usually be greater than ground-borne noise. Ground-borne vibration has the potential to disturb people and damage buildings. Although it is very rare for train-induced ground-borne vibration to cause even cosmetic building damage, it is not uncommon for heavy duty construction processes (e.g., blasting and pile driving) to cause vibration of sufficient amplitudes to damage nearby buildings (FTA 2006). Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). The RMS is best for characterizing human response to building vibration, and PPV is used to characterize potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in decibels is defined as:

$$L_v = 20 \log_{10} [V/V_{ref}]$$

Where L_v is the VdB, “V” is the RMS velocity amplitude, and “ V_{ref} ” is the reference velocity amplitude, or 1×10^{-6} inches/second (in/sec) used in the United States. Table C illustrates human response to various vibration levels, as described in the *Transit Noise and Vibration Impact Assessment* (FTA 2006).

Table C: Human Response to Different Levels of Ground-Borne Noise and Vibration

Vibration Velocity Level	Noise Level		Human Response
	Low-Frequency ¹	Mid-Frequency ²	
65 VdB	25 dBA	40 dBA	Approximate threshold of perception for many humans. Low-frequency sound usually inaudible; mid-frequency sound excessive for quiet sleeping areas.
75 VdB	35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise acceptable for sleeping areas; mid-frequency noise annoying in most quiet occupied areas.
85 VdB	45 dBA	60 dBA	Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise annoying for sleeping areas; mid-frequency noise annoying even for infrequent events with institutional land uses such as schools and churches.

Source: *Transit Noise and Vibration Impact Assessment* (FTA 2006).

¹ Approximate noise level when vibration spectrum peak is near 30 Hz.

² Approximate noise level when vibration spectrum peak is near 60 Hz.

dBA = A-weighted decibels

Hz = Hertz

FTA = Federal Transit Administration

VdB = vibration velocity decibels

Factors that influence ground-borne vibration and noise include the following:

- **Vibration Source.** Vehicle suspension, wheel types and condition, railroad track/roadway surface, railroad track support system, speed, transit structure, and depth of vibration source
- **Vibration Path.** Soil type, rock layers, soil layering, depth to water table, and frost depth
- **Vibration Receiver.** Foundation type, building construction, and acoustical absorption

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground compared to at the ground surface. In addition, soil conditions are known to have a strong influence on the levels of ground-borne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock.

Experience with ground-borne vibration indicates: (1) vibration propagation is more efficient in stiff, clay soils than in loose, sandy soils; and (2) shallow rock seems to concentrate the vibration energy close to the surface and can result in ground-borne vibration problems at large distances from a railroad track. Factors including layering of the soil and the depth to the water table can have significant effects on the propagation of ground-borne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils.

REGULATORY SETTING

FEDERAL REGULATIONS

Vibration standards included in the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment* (FTA 2006) are used in this analysis for ground-borne vibration impacts on human annoyance, as shown in Table D. The criteria presented in Table D account for variation in project types as well as the frequency of events, which differ widely among projects. It is intuitive that when there will be fewer events per day, it should take higher vibration levels to evoke the same community response. This is accounted for in the criteria by distinguishing between projects with frequent and infrequent events, in which the term "occasional events" is defined as between 30 and 70 events per day.

Table D: Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment

Land Use Category	Ground-Borne Vibration Impact Levels (VdB re 1 μ in/sec)			Ground-Borne Noise Impact Levels (dB re 20 μ Pa)		
	Frequent ¹ Events	Occasional ² Events	Infrequent ³ Events	Frequent ¹ Events	Occasional ² Events	Infrequent ³ Events
Category 1: Buildings where low ambient vibration is essential for interior operations.	65 VdB ⁴	65 VdB ⁴	65 VdB ⁴	N/A ⁵	N/A ⁵	N/A ⁵
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Source: *Transit Noise and Vibration Impact Assessment* (FTA 2006).

¹ Frequent events are defined as more than 70 events per day.

² Occasional events are defined as between 30 and 70 events per day.

³ Infrequent events are defined as fewer than 30 events per day.

⁴ This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

⁵ Vibration-sensitive equipment is not sensitive to ground-borne noise.

μ in/sec = microinches per second

FTA = Federal Transit Administration

μ Pa = micropascals

HVAC = heating, ventilation, and air conditioning

dB = decibels

VdB = vibration velocity decibels

dBA = A-weighted decibels

The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table E lists the potential vibration building damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment* (FTA 2006).

FTA guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 in/sec in PPV) (FTA 2006) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a nonengineered timber

and masonry building, the construction building vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table E: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Approximate L_v (VdB) ¹
Reinforced concrete, steel, or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry buildings	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

Source: *Transit Noise and Vibration Impact Assessment* (FTA 2006).

¹ RMS vibration velocity in decibels (VdB) re 1 μ in/sec.

μ in/sec = inches per second

FTA = Federal Transit Administration

in/sec = inches per second

L_v = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity decibels

STATE REGULATIONS

The State of California has established regulations that help prevent adverse impacts to occupants of buildings located near noise sources. Referred to as the *State Noise Insulation Standard*, it requires buildings to meet performance standards through design and/or building materials that would offset any noise source in the vicinity of the receptor. State regulations include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are found in the California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor ceiling assemblies must block or absorb sound. For limiting noise from exterior noise sources, the noise insulation standards set an interior standard of 45 dBA CNEL in any habitable room with all doors and windows closed. In addition, the standards require preparation of an acoustical analysis demonstrating the manner in which dwelling units have been designed to meet this interior standard, where such units are proposed in an area with exterior noise levels greater than 60 dBA CNEL.

The State has also established land use compatibility guidelines for determining acceptable noise levels for specified land uses. The City has adopted and modified the State's land use compatibility guidelines, as discussed below.

LOCAL REGULATIONS

City of Pittsburg General Plan Noise Element

The Noise Element, Section 12 of the General Plan (2004), contains a description of various noise level increases and their respective perception, specifically at residential uses, in terms of potential impacts: A one (1) dBA change or less is not perceptible.

- A three (3) dBA change is considered barely perceptible

- A five (5) dBA change is considered noticeable, thus often resulting in a potential impact.

As presented in Policy 12-P-7, noise control at the source through site design and other techniques is required for new development.

Policy 12-P-9 limits the generation of loud noises on construction sites to the hours between 8:00 a.m. and 5:00 p.m.

Policy 12-P-10 limits truck traffic to appropriate truck routes and requires consideration of the restriction of truck traffic travel times in sensitive areas.

City of Pittsburg Municipal Code

The City of Pittsburg's Noise Ordinance (Title 9 - Public Peace, Safety and Morals, Chapter 9.44 - Noise, Section 9.44.010) prohibits the use of pile drivers, pneumatic hammers, and similar equipment between the hours of 10:00 p.m. and 7:00 a.m., but does not establish noise-level limits related to fixed noise sources or construction noise.

The City's Building and Construction Ordinance (Title 15 – Buildings and Construction, Chapter 15.88 – Grading, Erosion and Sediment Control, Section 15.88.060.A.5) prohibits grading noise, including warming of equipment motors, within 1,000 feet of a residence between the hours of 5:30 p.m. and 7:00 a.m. weekdays, unless other hours are approved by the City Engineer.

The City's Performance Standards For All Uses (Title 18 – Zoning, Chapter 18.82 – Noise, Section 18.82.040B) states that no construction event or activity occurring on any site adjoining a lot located in an R, residential PD or GQ district shall generate loud noises in excess of 65 decibels measured at the property line, except between the hours of 8:00 a.m. and 5:00 p.m.

City of Pittsburg Vibration Standards

The City of Pittsburg does not have established specific vibration impact criteria; therefore, during construction the FTA criteria presented above will be utilized to assess potential damage and human annoyance.

EXISTING SETTING

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

The existing noise environment includes traffic noise from Willow Pass Road to the north, industrial uses and the existing rail line to the south and southeast, and corona noise from the existing powerlines. Noise from motor vehicles is generated by engine vibrations, interaction between tires and the road, and exhaust systems. Noise associated with the neighboring industrial uses is generated by heavy truck movements, loading dock activities, forklift operations and other parking lot activities.

SENSITIVE LAND USES IN THE PROJECT VICINITY

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The closest sensitive receptors would be single-family residences approximately 80 feet east of the project site. These residential uses have an existing 8-foot high wall along the western property line. There are also existing residences to the west and south. The distances to these communities are 1,300 and 1,050 feet, respectively.

EXISTING NOISE LEVEL MEASUREMENTS

Noise levels at the project site are dominated by traffic on the surrounding streets and rail line as well as the existing industrial use activities. In order to assess the existing noise conditions in the project study area. Three long-term measurements were gathered from October 27 to October 29, 2017 as well as two (2) 15-minute short-term noise measurements on October 27, 2017. The locations of the noise measurements are shown on Figure 3, with the results shown in Table F, and the survey sheets are shown in Appendix A.

EXISTING AIRCRAFT NOISE

Airport related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The closest airport to the project site is the Buchanan Field Airport (CCR) located approximately 8.8 miles to the southwest in Contra Costa County. According to the Buchanan Field Noise Program, the project is located outside of the airport's influence area. Aircraft flyovers may be audible at the project site; however, no portion of the project site lies within the 65 dBA CNEL noise contours of the airport.

Table F: Existing Noise Level Measurements

Location	Description	Range of Daytime Noise Levels (dBA L _{eq})	Range of Nighttime Noise Levels (dBA L _{max})
LT-1	Southeast corner of proposed project site near existing single-family residences.	51.2 – 62.3	53.0 – 62.8
LT-2	Approximately 1,200 feet west of the proposed project site and 50 feet south of Willow Pass Road.	58.4 – 70.0	51.8 – 64.3
LT-3	Approximately 1,750 feet southwest of the proposed project site and 55 feet south of North Parkside Drive.	62.1 – 69.0	55.8 – 67.8
ST-1	Approximately 630 feet southeast of the project site, near the existing industrial uses.	55.9	-
ST-2	Approximately 250 feet west of the project site, near the existing parking lot.	49.0	-

Source: LSA, October 27-29, 2017

dBA = A-weighted decibel

L_{eq} = average noise level

L_{max}=maximum noise level



FIGURE 5

LSA



0 200 400
FEET

LEGEND



Project Site



Noise Monitoring Number and Location

LT-1

SOURCE: Google Maps Satellite (2016).

I:\LPD1702\GIS\Maps\Noise\Figure 3_Noise Monitoring Locations.mxd (11/10/2017)

Diablo Energy Storage Facility
Pittsburg, Contra Costa County, California
Noise Monitoring Locations

PROJECT NOISE AND VIBRATION IMPACTS

Noise levels on and in the vicinity of the project site would change as a result of the proposed project. Potential noise impacts associated with the project include noises created during construction and operation of the project.

SHORT-TERM CONSTRUCTION NOISE IMPACTS

Two types of short-term noise impacts would occur during project construction. The first type would be from construction crew commutes and the transport of construction equipment and materials to the project site which would incrementally raise noise levels on access roads leading to the project site. The pieces of heavy equipment for grading and construction activities would be moved on site, would remain for the duration of each construction phase, and would not add to the daily traffic volume in the project vicinity. Willow Pass Road would be used to access the project site. Although there would be high single-event noise exposure potential at a maximum level of 75 dBA L_{max} at 50 ft due to truck pass-bys, the effect on longer-term (hourly or daily) ambient noise levels would be small when compared to existing hourly and daily traffic volumes. Because construction-related vehicle trips would not approach the hourly and daily traffic volumes mentioned above, traffic noise would not increase by 3 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term, construction-related impacts associated with worker commute and equipment transport to the project site would not cause an impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. The site preparation phase is expected to take approximately 60 days. After site preparation is complete, the remaining construction activities are expected to generate barely perceptible noise impacts to surrounding uses.

Construction is undertaken in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table G lists the maximum noise levels recommended for noise impact assessments for typical construction equipment based on a distance of 50 ft between the equipment and a noise receptor. Typical operating cycles for these types of construction equipment may involve 1 to 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings.

In addition to the reference maximum noise level, the usage factor provided in Table G is utilized to calculate the hourly noise level impact for each piece of equipment based on the following equation:

$$L_{eq}(equip) = E.L. + 10 \log(U.F.) - 20 \log\left(\frac{D}{50}\right)$$

where: $L_{eq}(equip)$ = L_{eq} at a receiver resulting from the operation of a single piece of equipment over a specified time period

E.L. = noise emission level of the particular piece of equipment at a reference distance of 50 ft

U.F. = usage factor that accounts for the fraction of time that the equipment is in use over the specified period of time

D = distance from the receiver to the piece of equipment

Table G: Typical Maximum Construction Equipment Noise Levels (Lmax)

Type of Equipment	Acoustical Usage Factor	Suggested Maximum Sound Levels for Analysis (dBA L_{max} at 50 ft)
Bulldozer	40	85
Grader	40	85
Scraper	40	85
Water Truck	20	82
Compactor	20	80
Dump Truck	40	84
Loader	40	80
Bobcat	40	80

Source: Federal Highway Administration, *Highway Construction Noise Handbook* (2006).

dBA = A-weighted decibel

ft = feet

L_{max} = maximum noise level

Each piece of construction equipment operates as an individual point source. Utilizing the following equation, a composite noise level can be calculated when multiple sources of noise operate simultaneously:

$$Leq (composite) = 10 * \log_{10} \left(\sum_{1}^n 10^{\frac{Ln}{10}} \right)$$

The composite noise level of the pieces of equipment during construction would be 89 dBA L_{eq} at a distance of 50 ft from the construction area.

Once composite noise levels are calculated, reference noise levels can then be adjusted for distance using the following equation:

$$Leq (at distance X) = Leq (at 50 feet) - 20 * \log_{10} \left(\frac{X}{50} \right)$$

In general, this equation shows that doubling the distance would decrease noise levels by 6 dBA while halving the distance would increase noise levels by 6 dBA. It is expected that noise levels at the residences 80 feet to the east would approach 85 dBA L_{eq} , construction impacts at residences 1,325 feet to the west would approach 61 dBA L_{eq} , and construction impacts at residences 1,040 feet to the south would approach 63 dBA L_{eq} . While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area today, the noise impacts would no longer occur once project construction is completed.

With the requirement of the project to comply with hours of operations restriction in the Noise Ordinance and the policies related to construction in the Noise Element of the General Plan, construction noise impacts would be reduced to the greatest extent feasible and not cause a substantial impact to surrounding sensitive uses.

SHORT-TERM CONSTRUCTION VIBRATION IMPACTS

This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and will assess the potential for building damages using vibration levels in PPV (in/sec) because vibration levels calculated in RMS are best for characterizing human response to building vibration while vibration level in PPV is best used to characterize potential for damage. As shown in Table E, the FTA guidelines indicate that a vibration level up to 102 VdB (an equivalent to 0.5 in/sec in PPV) (FTA 2006) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table H shows the PPV and VdB values at 25 feet from the construction vibration source. As shown in Table H, bulldozers and other heavy-tracked construction equipment (vibratory rollers) generate approximately 87 VdB of ground-borne vibration when measured at 25 feet, based on the Transit Noise and Vibration Impact Assessment (FTA 2006). This level of ground-borne vibration levels could result in potential annoyance to residences and workers located adjacent to the project site, but would not cause any damage to the buildings. Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of residences and commercial/office buildings in the project vicinity). Outdoor site preparation for the project is expected to use a bulldozer and loaded truck. The greatest levels of vibration are anticipated to occur during the site preparation phase. After the site preparation phase, all other construction phases will result in lower vibration levels because heavy tracked equipment will not be in use.

Table H: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L _v at 25 ft.	
	PPV (in/sec)	L _v (VdB) ¹
Vibratory Roller	0.210	94
Large Bulldozer²	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Sources: *Transit Noise and Vibration Impact Assessment* (FTA 2006).

¹ RMS vibration velocity in decibels (VdB) is 1 µin/sec.

² Equipment shown in **bold** is expected to be used on site.

µin/sec = micro-inches per second

ft = feet

FTA = Federal Transit Administration

in/sec = inches per second

L_v = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity decibels

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$L_{v\text{dB}}(D) = L_{v\text{dB}}(25 \text{ ft}) - 30 \log(D/25)$$

$$\text{PPV}_{\text{equip}} = \text{PPV}_{\text{ref}} \times (25/D)^{1.5}$$

For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB at 25 ft. The closest residential structure from the project site is approximately 80 ft. from the project construction boundary. The closest industrial building from the project site from is approximately 135 ft. to the south. Utilizing the information in Table H, the closest residences would experience vibration levels of up to 72 VdB (0.016 PPV [in/sec]). The closest industrial building to the south of the project site would experience vibration levels of 65 VdB (0.007 PPV [in/sec]). This range of vibration levels from construction equipment or activity would be below the FTA 94 VdB (0.2 in/sec PPV) threshold and would not exceed the 80 VdB threshold for residences due to infrequent events, thus resulting in no impact to surrounding uses.

LONG-TERM AIRCRAFT NOISE IMPACTS

The project would develop an energy facility within the City, and would not contribute to any aircraft activity. There currently is no airport located within the city. The closest airport to the project site is the Buchanan Field Airport (CCR) located approximately 8.8 miles to the southwest in Contra Costa County. According to the Buchanan Field Noise Program, the project site is located outside of the airport's influence area. Therefore, no measurable long-term aircraft or airport noise impacts would occur.

LONG-TERM STATIONARY NOISE IMPACTS

Noise impacts associated with the long-term operation of the project must comply with the standards presented in the City's Noise Element, described above. A potential impact could occur if

the noise impacts associated with operation of the proposed project increase existing noise levels by 5 dBA L_{eq} or more. Noise associated with the project includes the energy facility and corona noise.

In order to calculate the expected impacts due to long-term operational stationary source activities, the software SoundPlan was used. SoundPlan is a noise modeling program that allows 3-D calculations to be made taking into account topography, ground attenuation, and shielding from structures and walls. More specifically, this also includes the existing wall that runs north-south and is located east of the project site and west of the existing single-family homes. It is expected that this wall will provide some reduction associated with the sources that are located closer to ground level, however, the wall has the potential to provide less reduction for elevated sources such as rooftop HVAC equipment. Similarly, once the eastern-most building is constructed, it will provide significant reduction from sources associated with the middle and western-most building. Within the model, the noise library allows for the input of many noise sources and calculates the composite noise levels experienced at any receptor necessary. The results from any calculation can be presented both in both tabular and graphic formats.

The proposed operations assumed in this analysis were based on conversations with the project engineer and are conservative in nature (i.e. all operations are occurring simultaneously). A description of the sources measured and their respective sound pressure level at a distance of 10 feet included in the analysis, which represent the loudest noise hour when the greatest amount of equipment is in operation, is as follows:

- 48 (3 groups of 16) – 5.6 megawatt transformers that have a sound pressure noise level of 70.3 dBA L_{eq} .
- 96 (3 groups of 32) – 2.8 megawatt inverters that have a sound pressure noise level of 74.5 dBA L_{eq} .
- 30 (3 groups of 10) rooftop HVAC Units that have a sound pressure noise level of 73.3 dBA L_{eq} .
- 2 HVAC units within the substation that have a sound pressure noise level of 58.7 dBA L_{eq} .
- 1 generator step-up transformer within the substation with a reference sound pressure level of 80.9 dBA L_{eq} .

In order to remain conservative, it is assumed that all equipment above operating simultaneously for the duration of the entire hour.

Table I shows the results of the SoundPlan noise modeling for each phase of project development. The results show that the noise levels at all points around the project site would experience noise level impacts that would increase the existing measured noise level by less than 5 dBA; thus the project would not result in an impact to the existing sensitive receptors. A graphic showing the results of the SoundPlan modeling during full site operations is provided in Figure 4.

Table I: Project Operations – All Sources

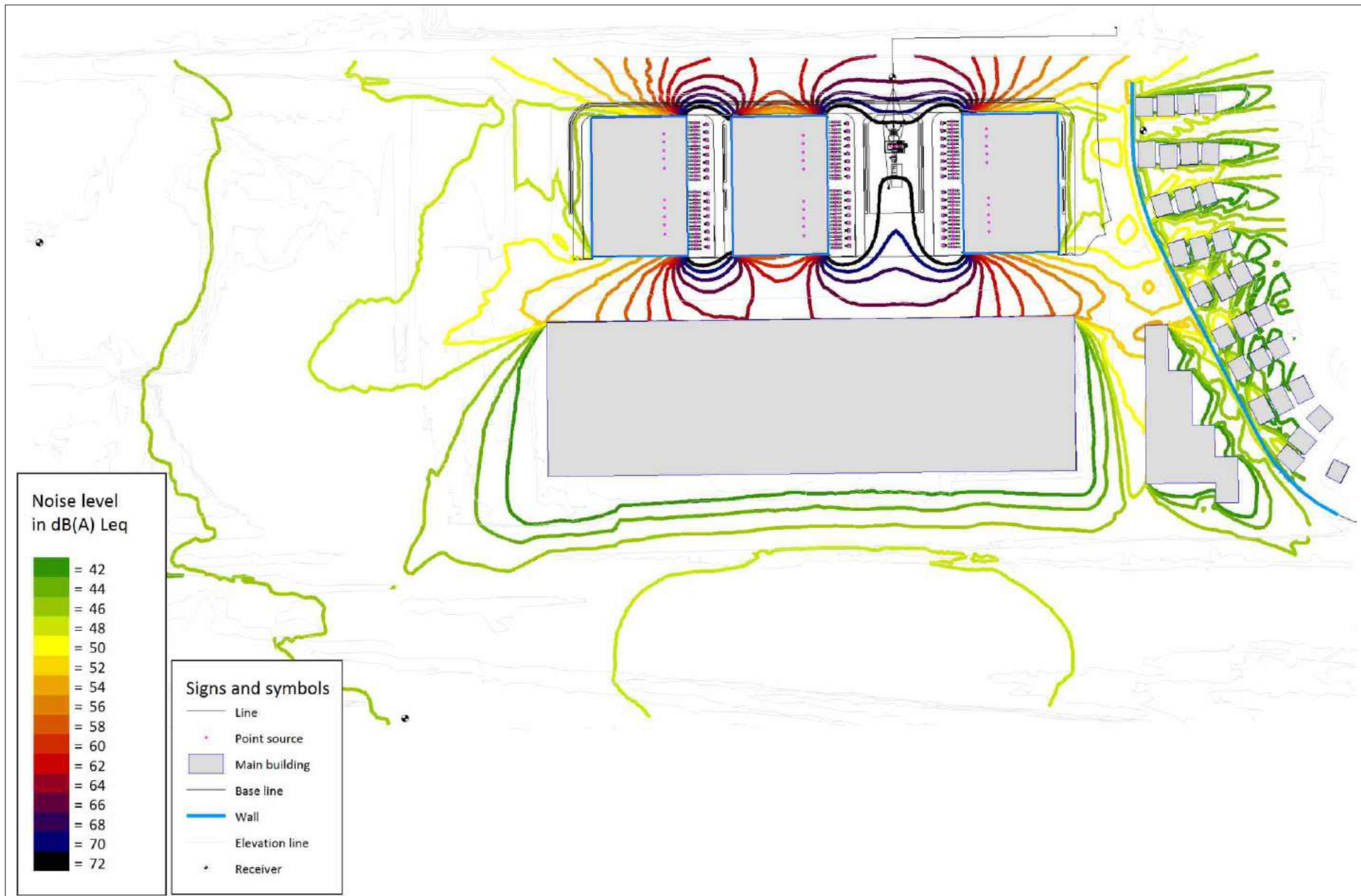
Receiver Location	Existing Average Noise Hour (dBA Leq) ¹	Phase 1		Phase 2		Full Operations	
		Noise Impact From Project Operations (dBA Leq)	Future Noise Level / Noise Level Increase (dBA Leq)	Noise Impact From Project Operations (dBA Leq)	Future Noise Level / Noise Level Increase (dBA Leq)	Noise Impact From Project Operations (dBA Leq)	Future Noise Level / Noise Level Increase (dBA Leq)
R-1 Residences East of Site	57.9 ¹	47.6	58.3 / 0.4	48.6	58.4 / 0.5	48.9	58.4 / 0.5
R-2 Residences West of Site	45.9 ¹	43.4	47.7 / 2.0	42.9	47.5 / 1.8	44.5	48.1 / 2.5
R-3 Residences South of Site	61.8 ¹	43.6	61.9 / 0.1	44.7	61.9 / 0.1	46.1	61.9 / 0.1
R-4 Northern Property Line	64.2 ²	62.9	66.6 / 2.4	63.3	66.8 / 2.6	65.6	68.0 / 3.8

Source: LSA. January 2018..

1. The average nighttime noise hour was taken from existing measurements provided in Table F above. In the case of R-2, existing noise levels were propagated based on distance from Willow Pass Road.
2. The average daytime noise hour was taken from existing measurements provided in Table F above given the use of the sidewalk to the north of the project is expected to occur during daytime hours and is an active use.

dBA = A-weighted decibels

L_{eq} = equivalent continuous level



LSA

FIGURE 4

*Diablo Energy Storage Facility
Pittsburg, Contra Costa County, California
Future Operational Impacts*

Corona Noise

The proposed project electric tie line has the potential to create corona, or electro-static noise, along the proposed tie-in lines. The audible noise from the corona noise effect was calculated based on the Bonneville Power Administration (BPA) method provided in the Electric Power Research Institute (EPRI) Transmission Line Reference Book – 115 – 230 kV Compact Line Design. The equation used to calculate the audible noise from the corona noise effect is based on median fair weather, rainy weather, and heavy rain conditions and for less than three sub-conductors in each conductor (bundle) as provided below.

Equation: $P = 55 \log d + 120 \log g + \text{Alt.}/300 - 115.4 - 11.4 \log D$

Where: P = the audible noise in dBA above 20 µPA.

d = the sub-conductor diameter in centimeter (cm).

g = the maximum gradient in kilo-volts/centimeter (kV/cm).

Alt. = the altitude above sea level in meters.

D = the distance from the phase to the measuring point in meters.

Table J shows the results of the corona noise calculations for each potential tie-in alignment. The results show that the noise level contributions at the nearest residences would be highly dependent on weather conditions and the potential corona noise levels would be very quiet, less than 20 dBA Leq, which would likely to be masked by existing ambient noise from other sources in the vicinity of the sensitive uses.

Table J: Corona Noise Contributions – dBA Leq

Alignment / Address of Nearest Receptor	Distance to Nearest Receptor (feet)	Noise Level (dBA) for Median Fair Weather Conditions	Noise Level (dBA) for Rainy Weather Conditions ¹	Noise Level (dBA) for Heavy Rain Conditions ²
Reference / 10 feet from Alignment	10	Not Audible	21.0	24.5
West Alignment / 127 Mayport Court	250	Not Audible	12.0	15.5
Middle Alignment / 114 Prosperity Court	130	Not Audible	15.0	18.5
East Alignment / 1000 Beacon Street	110	Not Audible	16.0	19.5

Source: LSA. January 2018.

¹ The audible noise level for median fair weather conditions is 25 dBA less than rainy weather conditions.

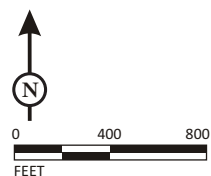
² The audible noise level for heavy rain conditions is 3.5 dBA higher than rainy weather conditions.

dBA = A-weighted decibels

Leq = equivalent continuous level



LSA



SOURCE: TRC Solutions, Inc.

LEGEND

- Project Site
- West Alignment
- Middle Alignment
- East Alignment

FIGURE 5

*Diablo Energy Storage Facility
Pittsburg, Contra Costa County, California
Off-site Tie-in Alignments*

RESULTS SUMMARY

As described herein, the proposed project would result in increased noise levels in the project vicinity due to temporary construction activities, however those increases would cease after construction is completed. Noise associated with long-term operations or corona noise would not create an impact to surrounding noise sensitive receptors. With the requirement of the project to comply with hours of operations restriction in the Noise Ordinance and the policies related to construction in the Noise Element of the General Plan, construction noise impacts would be reduced to the greatest extent feasible and not cause a substantial impact to surrounding sensitive uses.

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LIST OF PREPARERS

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Mr. Stephens holds a B.S. in Acoustical Engineering from Purdue University. He is a Senior Acoustical Specialist at LSA with over 13 years of experience in preparing noise studies. Mr. Stephens is primarily responsible for the preparation of noise studies for a variety of projects. He is proficient in the use of the FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108), Traffic Noise Model (TNM) 2.5, RCNM, Insul, and SoundPlan noise prediction software. Mr. Stephens is also responsible for performing noise monitoring surveys using a variety of Larson Davis sound level meters.

Amy Fischer, Principal-In-Charge.

Ms. Fischer has a B.S. in Environmental Policy Analysis from the University of Nevada, Reno. With 17 years of experience, Ms. Fischer serves as a Noise Principal, is qualified to conduct analyses for a variety of projects, is the technical lead on noise impact analyses documents, and oversees the research and preparation of technical reports.

APPENDIX A

NOISE MONITORING SURVEY SHEETS

Noise Measurement Survey – 24 HR

Project Number: LPD1702
Project Name: Diablo Energy

Test Personnel: JT / Kaitlin
Equipment: Quest Noise Pro DLX

Site Number: LT-1 Date: 10/27-10/30/17

Time: From 12 pm To 1 pm

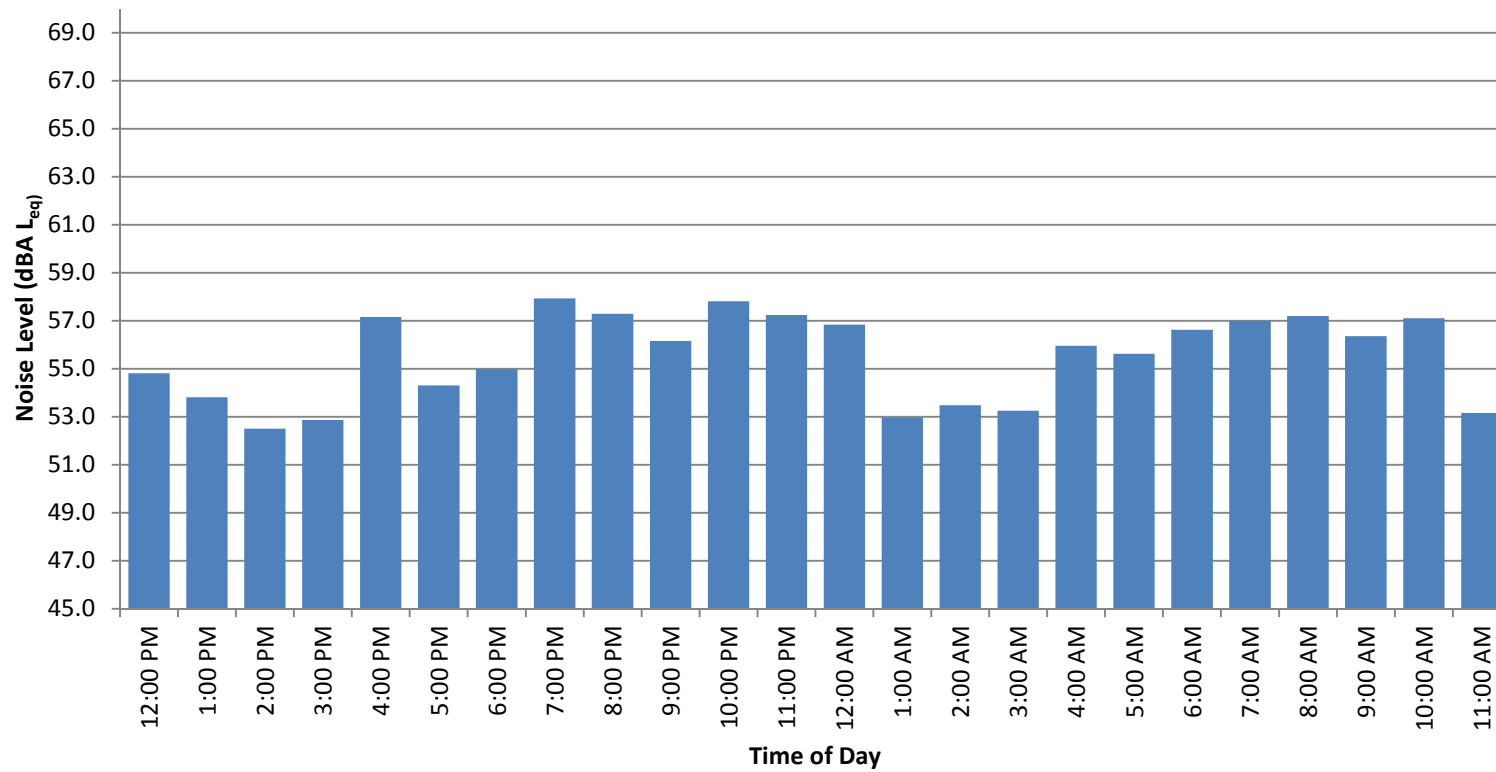
Site Location: SE Corner of the Proposed Project Site

Primary Noise Sources: Activities at the existing distribution center, traffic on Willow Pass Road, Trains

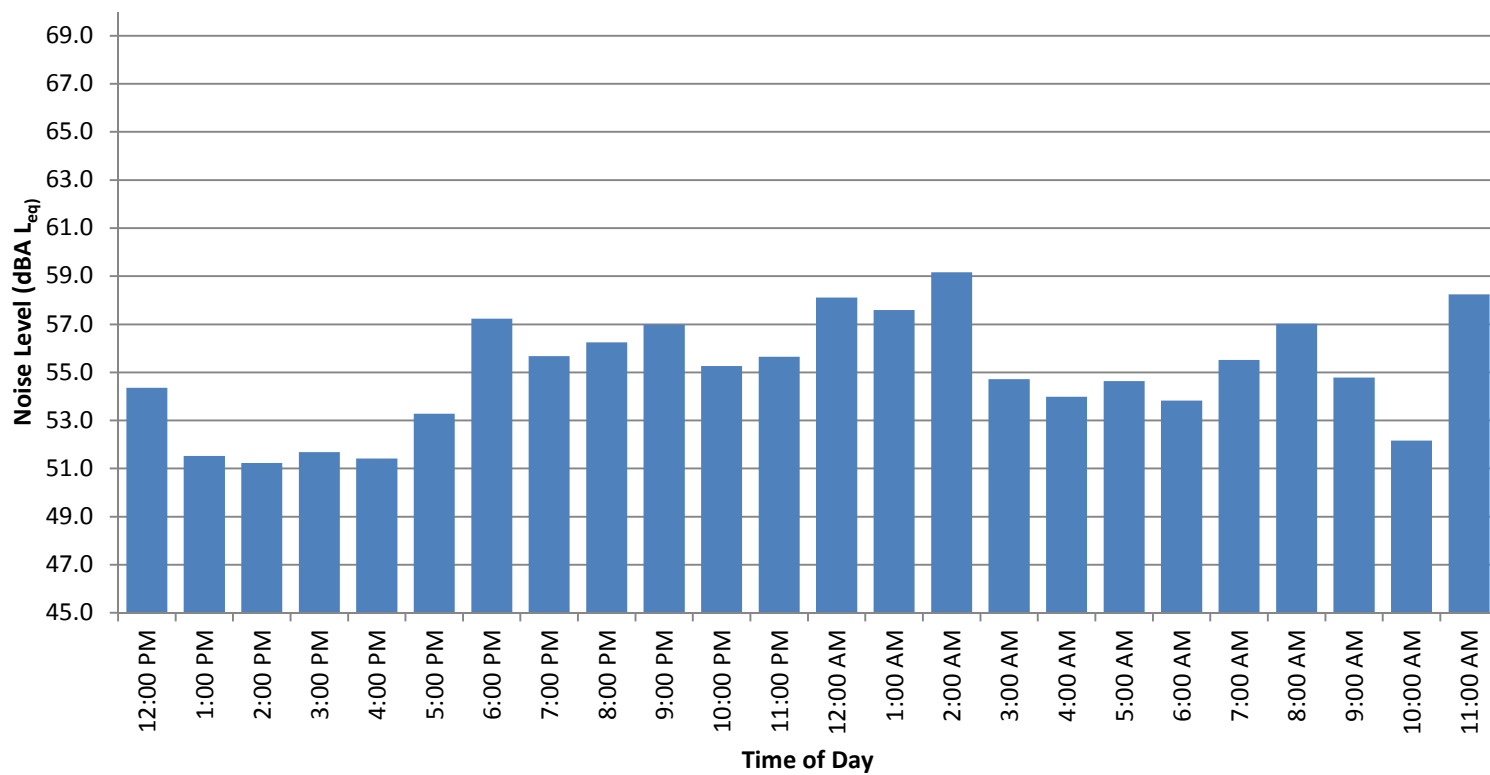
Comments: Serial Number: NXF 160112



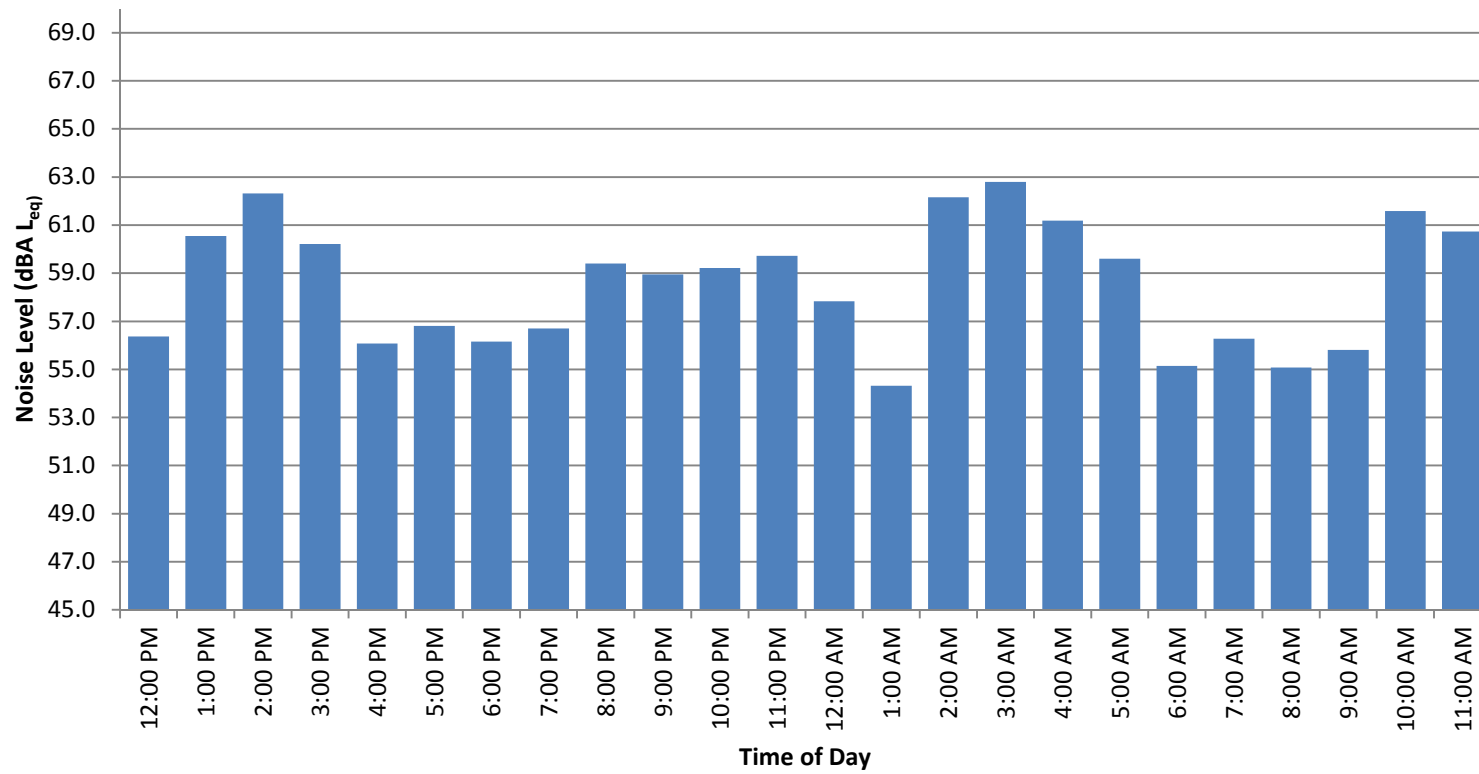
Long-Term 24-Hour Noise Monitoring Location: LT-1: Day 1



Long-Term 24-Hour Noise Monitoring Location: LT-1: Day 2



Long-Term 24-Hour Noise Monitoring Location: LT-1: Day 3



Noise Measurement Survey – 24 HR

Project Number: LPD1702

Test Personnel: JT / Kaitlin

Project Name: Diablo Energy

Equipment: Quest Noise Pro DLX

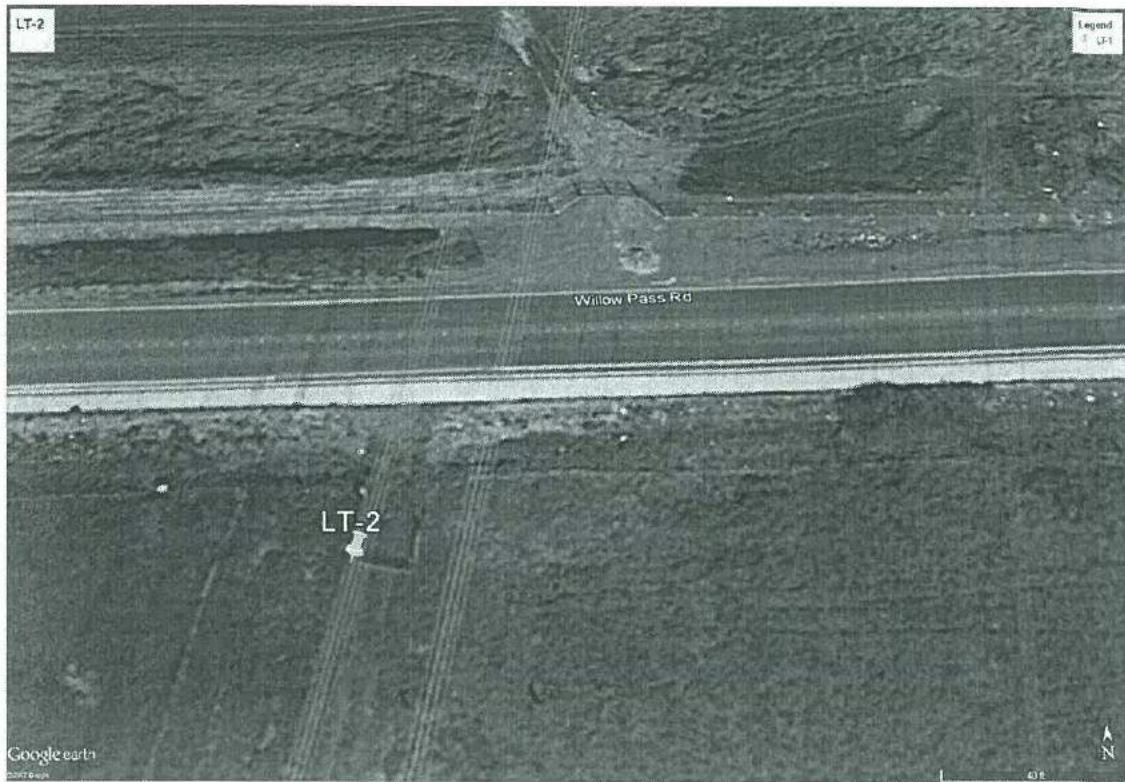
Site Number: LT-2 Date: 10/27-10/30/17

Time: From 12 pm To 1:10 pm

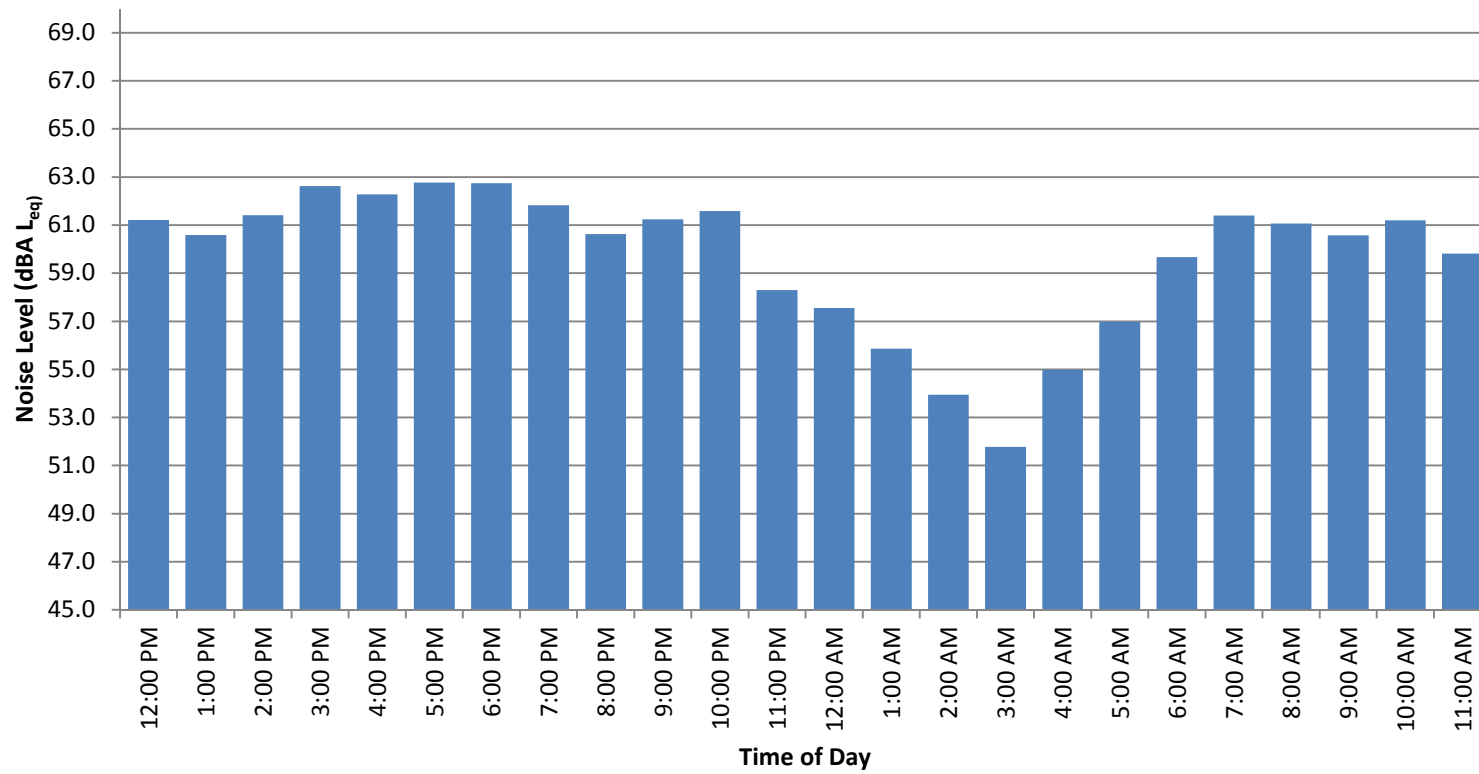
Site Location: West of the Proposed Project Site, south of Willow Pass Road

Primary Noise Sources: Traffic on Willow Pass Road, Corona Noise

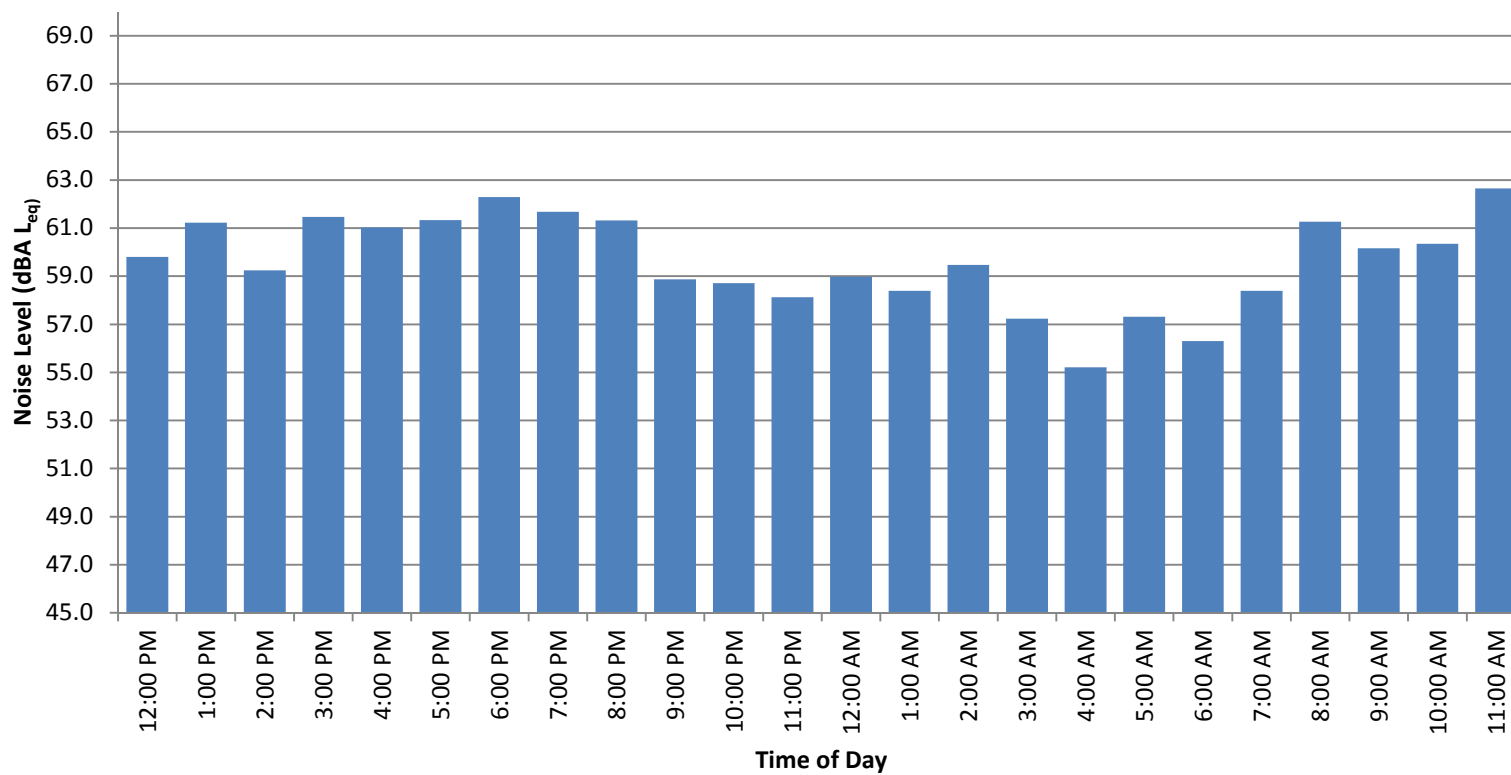
Comments: Serial Number: NXG0601AA



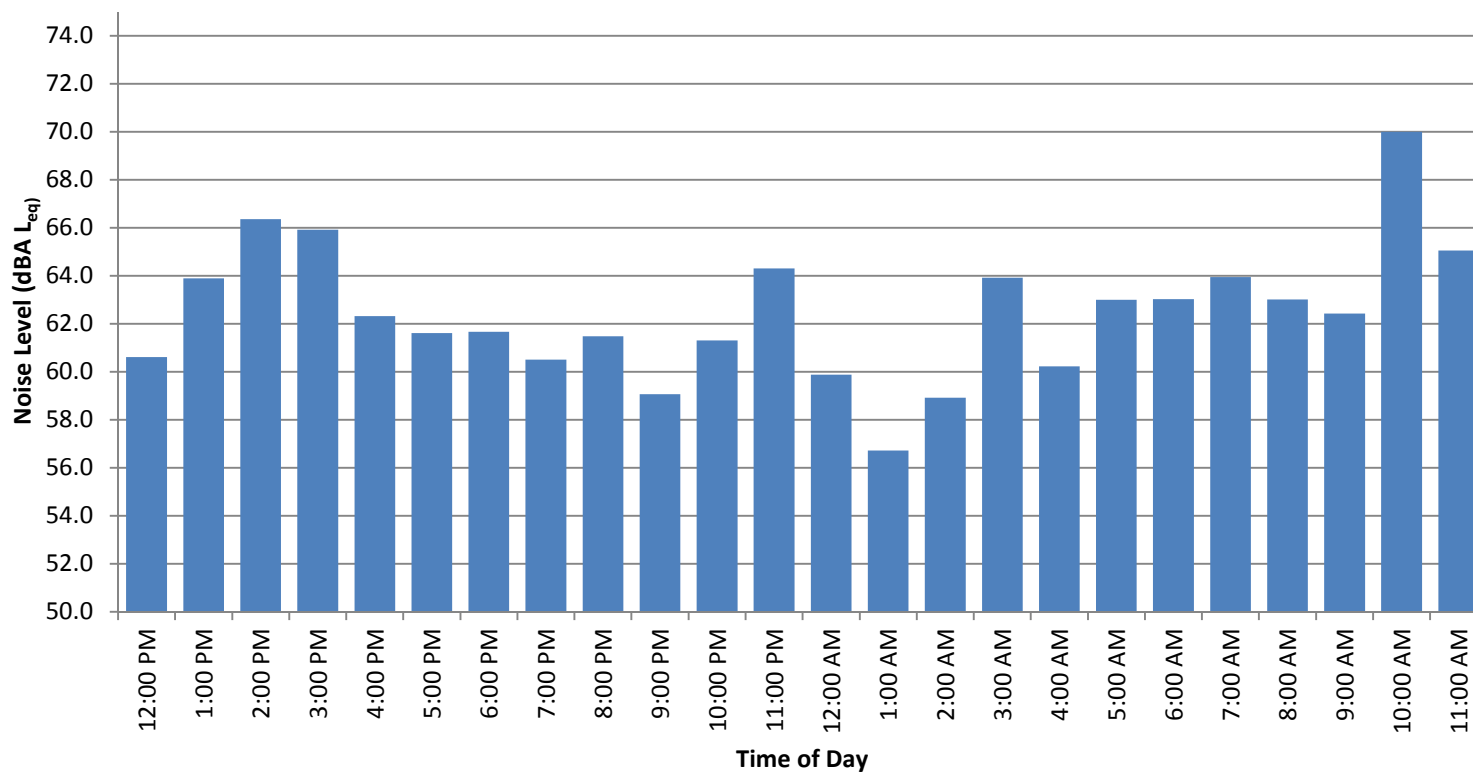
Long-Term 24-Hour Noise Monitoring Location: LT-2: Day 1



Long-Term 24-Hour Noise Monitoring Location: LT-2: Day 2



Long-Term 24-Hour Noise Monitoring Location: LT-2: Day 3



Noise Measurement Survey – 24 HR

Project Number: LPD1702

Test Personnel: JT / Kaitlin

Project Name: Diablo Energy

Equipment: Quest Noise Pro DLX

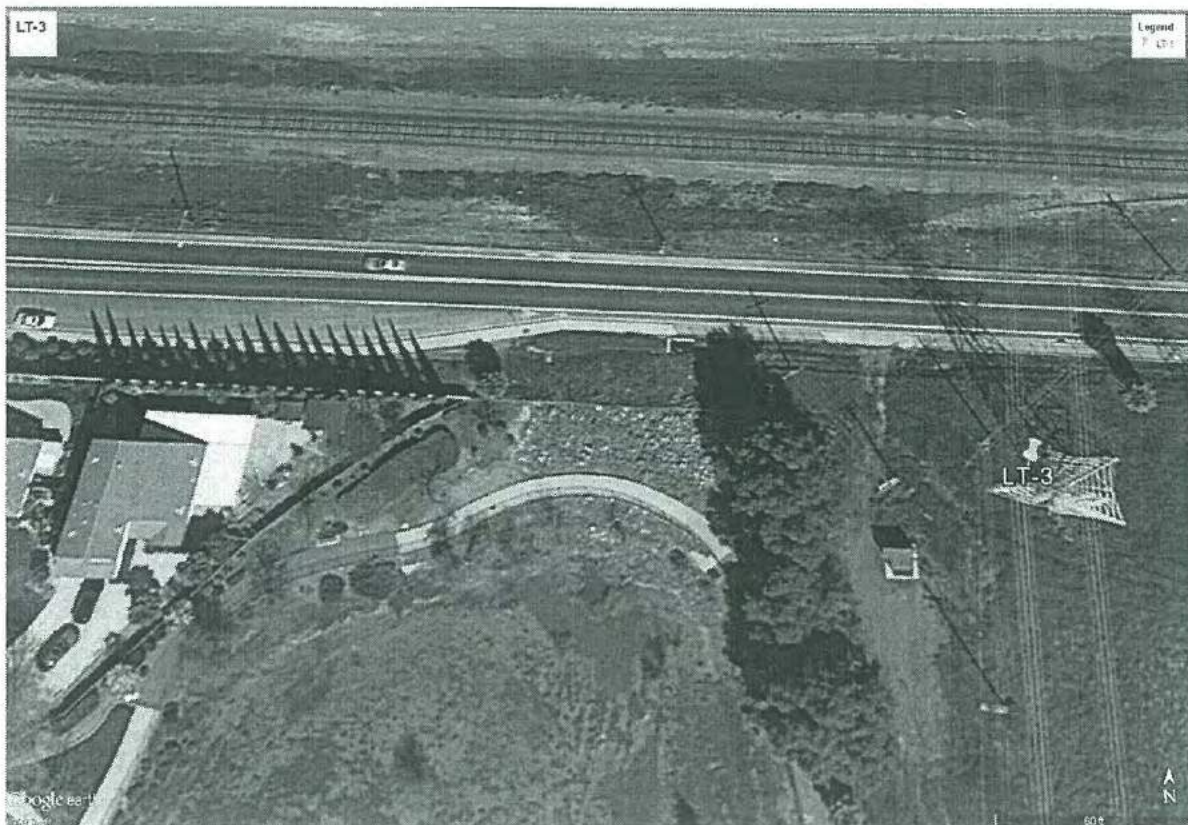
Site Number: LT-3 Date: 10/27-10/30/17

Time: From 12 pm To 1:23 pm

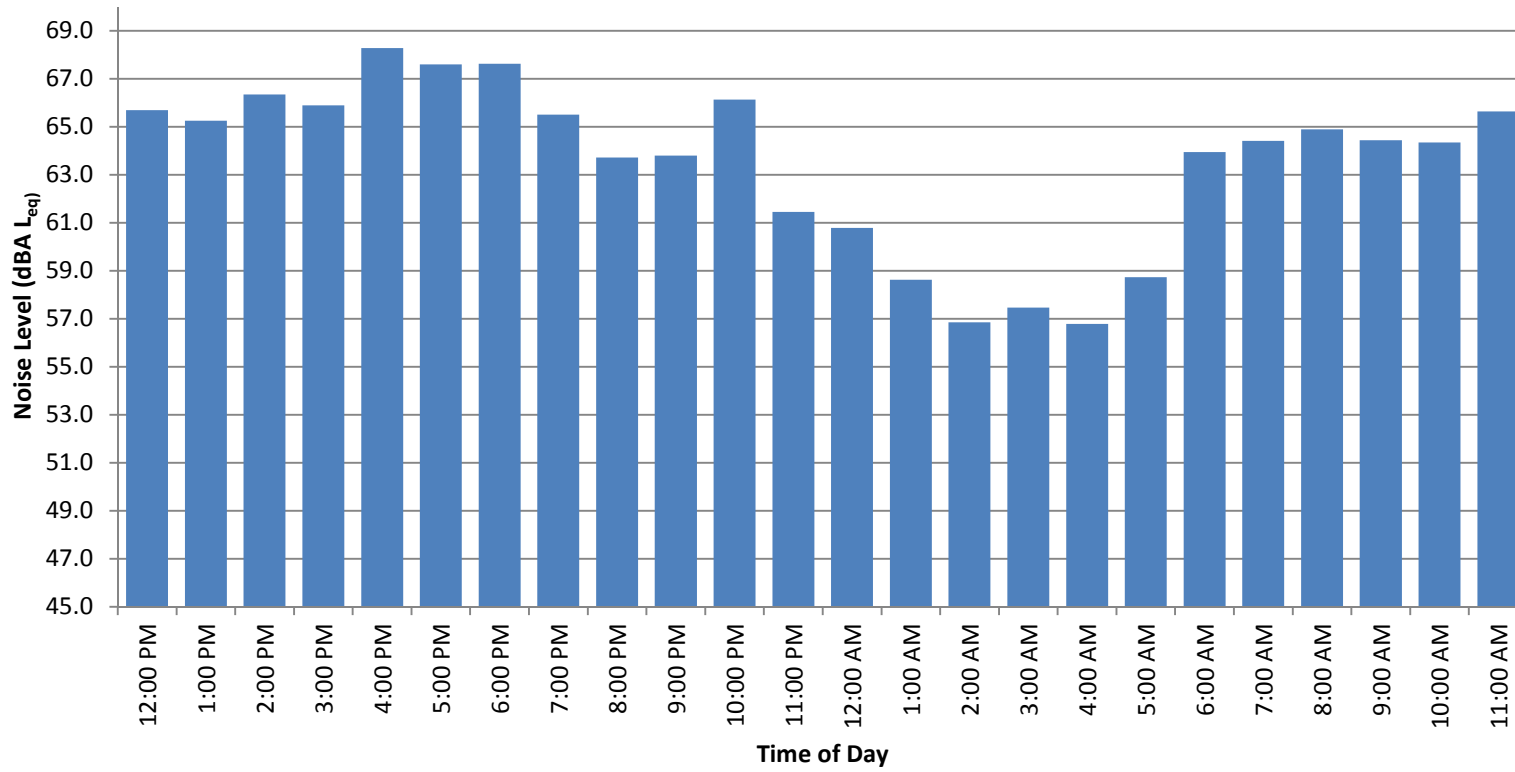
Site Location: Southwest of the Proposed Project Site, south of Parkside Drive

Primary Noise Sources: Traffic on Parkside Drive, Corona Noise

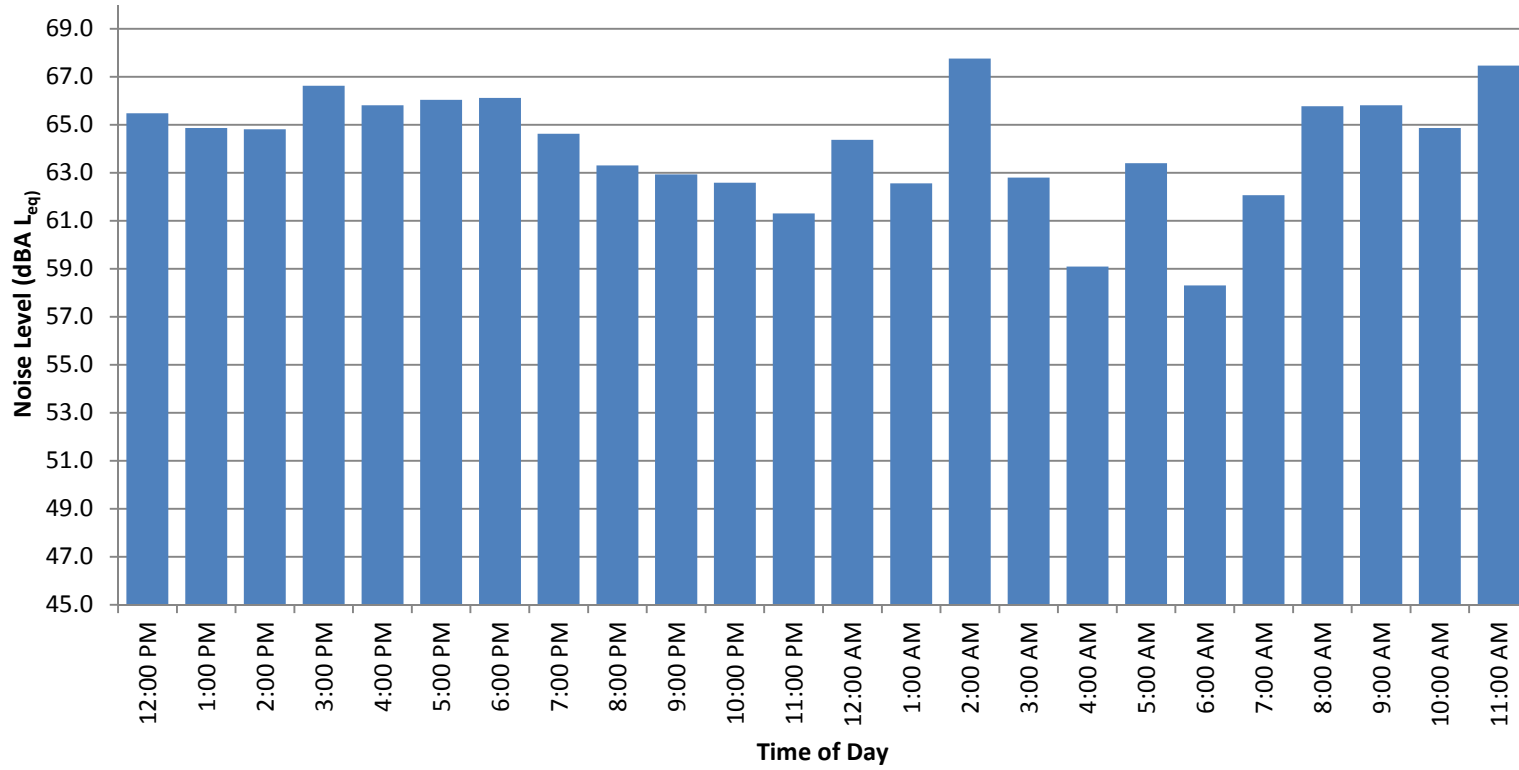
Comments: Serial Number: NYM070024



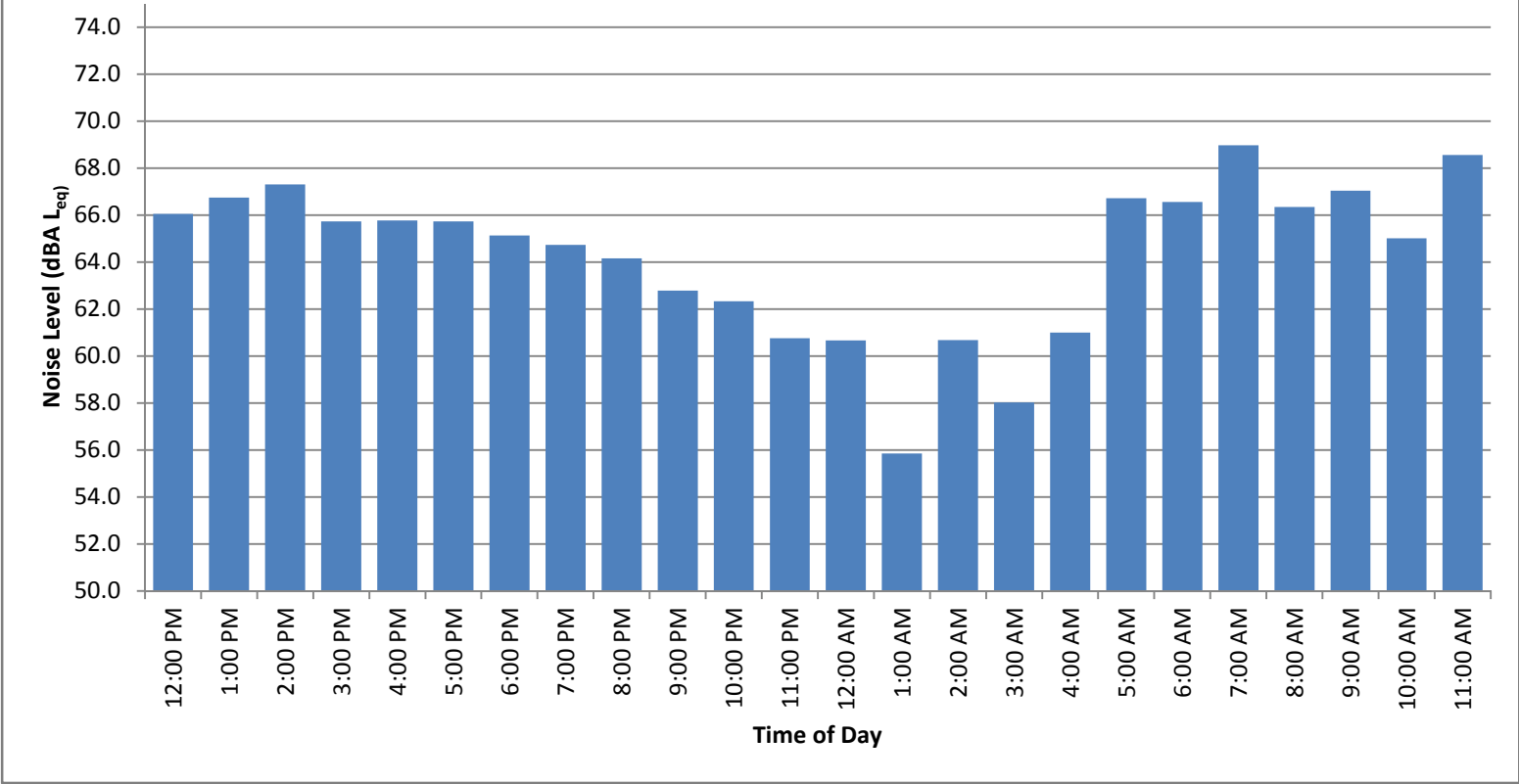
Long-Term 24-Hour Noise Monitoring Location: LT-3: Day 1



Long-Term 24-Hour Noise Monitoring Location: LT-3: Day 2



Long-Term 24-Hour Noise Monitoring Location: LT-3: Day 3



Noise Measurement Survey

Project Number: LPD1702
 Project Name: Diablo Energy

Test Personnel: JT Stephens
 Equipment: LD LxT

Site Number: ST-1 Date: 10/27/17

Time: From 1:21p To 1:36p.

Site Location: SE Corner of existing Industrial Building
Along fence line close to single-family homes

Primary Noise Sources: Forklift operations / back-up beeper
trains

Comments: 9'-10' high prop. line fence
Forklift pass-by 64-66dBA
Backup beeper 61 dBA when near door

Adjacent Roadways: Existing Rail Line

File:	<u>164</u>
L_{eq}	<u>55.9</u>
L_{max}	<u>69.3</u>
L_{min}	<u>37.9</u>
L_5	<u>63.2</u>
L_{10}	<u>60.3</u>
L_{25} <u>33.3</u>	<u>52.3</u>
L_{50}	<u>49.7</u>
L_{90} <u>66.4</u>	<u>43.4</u>
L_{95} <u>90</u>	<u>39.3</u>

Atmospheric Conditions	
Average Wind Velocity (mph)	<u>0.9</u>
Maximum Wind Velocity (mph)	<u>1.9</u>
Temperature (F)	<u>87.2</u>
Relative Humidity (%)	<u>21</u>

Noise Measurement Survey

Project Number: LPD1702
 Project Name: Diablo Energy

Test Personnel: JT Stephens
 Equipment: LD LxT

Site Number: ST-2 Date: 10/27/17

Time: From 1:44p To _____

Site Location: West of project site, NW corner of existing parking lot

Primary Noise Sources: Truck and Vehicle Movements
Loading Dock Activities / Forklift
Traffic on Willow Pass Rd (faint)
Airplanes

Comments: ~ 20 dock @ building.

Adjacent Roadways: Willow Pass Rd.

File:	<u>65</u>
L _{eq}	<u>49.0</u>
L _{max}	<u>62.1</u>
L _{min}	<u>40.3</u>
L ₂ 5	<u>52.8</u>
L ₈ 15	<u>51.5</u>
L ₂₅ 33-3	<u>48.9</u>
L ₅₀	<u>47.5</u>
L ₉₀ 66.4	<u>46.2</u>
L ₉₉ 90	<u>43.2</u>

Atmospheric Conditions	
Average Wind Velocity (mph)	<u>1.0</u>
Maximum Wind Velocity (mph)	<u>3.0</u>
Temperature (F)	<u>87.4</u>
Relative Humidity (%)	<u>21%</u>

Appendix E
NAHC Correspondence

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
Fax (916) 373-5471



May 30, 2017

Howard Higgins
TRC Environmental

Sent by Email: hhiggins@trcsolutions.com
Number of Pages: 2

RE: Diablo Project, Honker Bay, Contra Costa County

Dear Mr. Higgins:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. **Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.**

I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. **By contacting all those on the list, your organization will be better able to respond to claims of failure to consult.** If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: Sharaya.souza@nahc.ca.gov.

Sincerely,

Sharaya Souza
Staff Services Analyst

**Native American Heritage Commission
Native American Contacts
5/30/2017**

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irenne Zwielerlein, Chairperson
789 Canada Road
Woodside, CA 94062
amahmutsuntribal@gmail.com
(650) 851-7489 Cell
(650) 851-7747 Office
(650) 332-1526 Fax

Ohlone/Costanoan

Wilton Rancheria
Raymond Hitchcock, Chairperson
9728 Kent Street
Elk Grove, CA 95624
rhitchcock@wiltonrancheria-nan.gov
(916) 683-6000 Office

(916) 683-6015 Fax

Miwok

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister, CA 95024
ams@indiancanyon.org
(831) 637-4238

Ohlone/Costanoan

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
P.O. Box 360791
Milpitas, CA 95036
muwekma@muwekma.org
(408) 314-1898
(510) 581-5194

Ohlone / Costanoan

North Valley Yokuts Tribe
Katherine Erolinda Perez, Chairperson
P.O. Box 717
Linden, CA 95236
canutes@verizon.net
(209) 887-3415

Ohlone/Costanoan
Northern Valley Yokuts
Bay Miwok

The Ohlone Indian Tribe
Andrew Galvan
P.O. Box 3152
Fremont, CA 94539
chochenyo@AOL.com
(510) 882-0527 Cell

(510) 687-9393 Fax

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources assessments for the updated contact list for Diablo Project, Honker Bay, Contra Costa County.



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

December 11, 2017

Wilton Rancheria
Raymond Hitchcock, Chairperson
9728 Kent Street
Elk Grove, CA 95624

Subject: | **AB 52 Tribal Consultation for the Diablo Energy Storage Project**

Raymond Hitchcock:

The City of Pittsburg has received a request for formal notice of and information on proposed projects within the geographic area of the City's jurisdiction from your tribe per Public Resources Code, Section 21080.3.1(b). In accordance with Public Resources Code, Section 21080.3.1(d), the City of Pittsburg is hereby providing formal notification to your tribe of the Diablo Energy Storage Project.

In September 2017, Diablo Energy Storage LLC submitted an application requesting a Conditional Use Permit, Zoning Text Amendment and Design Review for a Battery Storage Project. The applicant proposes to install up to three single story buildings on a graded and vacant approximately 12 acre site representing a portion of an approximately 35 acre parcel located at 701 Willow Pass Road, Pittsburg, California (APN 085-280-010). The proposed project would also include a tie in line to the existing PG&E Substation. Three alternative routes are shown on the attached project location map.

If your tribe would like to consult on this project, please submit a request for consultation to the City at the following address:

Kristin Pollot, Planning Manager
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Per Public Resources Code, Section 21080.3.1(d), a request for consultation must be submitted within 30 days of receipt of this letter.

If you have any questions, please contact me at (925) 252-4043 or via e-mail at KPollot@ci.pittsburg.ca.us.

Sincerely,

Kristin Pollot,
Planning Manager

Attachment: Project Location Map



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

December 13, 2017

North Valley Yakuts Tribe
Katherine Erolinda Perez, Chairperson
P. O. Box 717
Linden, CA 95236

Subject: | **AB 52 Tribal Consultation for the Diablo Energy Storage Project**

Katherine Erolinda Perez:

The City of Pittsburg has received a request for formal notice of and information on proposed projects within the geographic area of the City's jurisdiction from your tribe per Public Resources Code, Section 21080.3.1(b). In accordance with Public Resources Code, Section 21080.3.1(d), the City of Pittsburg is hereby providing formal notification to your tribe of the Diablo Energy Storage Project.

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Pittsburg, CA 94565

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Sincerely,

Kristin Pollot,
Planning Manager

Attachment: Project Location Map



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

December 13, 2017

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P. O. Box 28
Hollister, CA 95024

Subject: | **AB 52 Tribal Consultation for the Diablo Energy Storage Project**

Ann Marie Sayers:

The City of Pittsburg has received a request for formal notice of and information on proposed projects within the geographic area of the City's jurisdiction from your tribe per Public Resources Code, Section 21080.3.1(b). In accordance with Public Resources Code, Section 21080.3.1(d), the City of Pittsburg is hereby providing formal notification to your tribe of the Diablo Energy Storage Project.

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If your tribe would like to consult on this project, please submit a request for consultation to the City at the following address:

Kristin Pollot, Planning Manager
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Per Public Resources Code, Section 21080.3.1(d), a request for consultation must be submitted within 30 days of receipt of this letter.

If you have any questions, please contact me at (925) 252-4043 or via e-mail at KPollot@ci.pittsburg.ca.us.

Sincerely,

Kristin Pollot,
Planning Manager

Attachment: Project Location Map



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

December 13, 2017

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irene Zwierlein, Chairperson
789 Canada Road
Woodside, CA 94062

Subject: | **AB 52 Tribal Consultation for the Diablo Energy Storage Project**

Irene Zwierlein:

The City of Pittsburg has received a request for formal notice of and information on proposed projects within the geographic area of the City's jurisdiction from your tribe per Public Resources Code, Section 21080.3.1(b). In accordance with Public Resources Code, Section 21080.3.1(d), the City of Pittsburg is hereby providing formal notification to your tribe of the Diablo Energy Storage Project.

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Kristin Pollot, Planning Manager
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Per Public Resources Code, Section 21080.3.1(d), a request for consultation must be submitted within 30 days of receipt of this letter.

If you have any questions, please contact me at (925) 252-4043 or via e-mail at KPollot@ci.pittsburg.ca.us.

Sincerely,

Kristin Pollot,
Planning Manager

Attachment: Project Location Map



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

December 13, 2017

The Ohlone Indian Tribe
Andrew Galvin
P. O. Box 3152
Fremont, CA 94539

Subject: | **AB 52 Tribal Consultation for the Diablo Energy Storage Project**

Andrew Galvin:

The City of Pittsburg has received a request for formal notice of and information on proposed projects within the geographic area of the City's jurisdiction from your tribe per Public Resources Code, Section 21080.3.1(b). In accordance with Public Resources Code, Section 21080.3.1(d), the City of Pittsburg is hereby providing formal notification to your tribe of the Diablo Energy Storage Project.

In September 2017, Diablo Energy Storage LLC submitted an application requesting a Conditional Use Permit, Zoning Text Amendment and Design Review for a Battery Storage Project. The applicant proposes to install up to three single story buildings on a graded and vacant approximately 12 acre site representing a portion of an approximately 35 acre parcel located at 701 Willow Pass Road, Pittsburg, California (APN 085-280-010). The proposed project would also include a tie in line to the existing PG&E Substation. Three alternative routes are shown on the attached project location map.

If your tribe would like to consult on this project, please submit a request for consultation to the City at the following address:

Kristin Pollot, Planning Manager
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Per Public Resources Code, Section 21080.3.1(d), a request for consultation must be submitted within 30 days of receipt of this letter.

If you have any questions, please contact me at (925) 252-4043 or via e-mail at KPollot@ci.pittsburg.ca.us.

Sincerely,

Kristin Pollot,
Planning Manager

Attachment: Project Location Map



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

December 13, 2017

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
P. O. Box 360791
Milpitas, CA 95036

Subject: | **AB 52 Tribal Consultation for the Diablo Energy Storage Project**

Rosemary Cambra:

The City of Pittsburg has received a request for formal notice of and information on proposed projects within the geographic area of the City's jurisdiction from your tribe per Public Resources Code, Section 21080.3.1(b). In accordance with Public Resources Code, Section 21080.3.1(d), the City of Pittsburg is hereby providing formal notification to your tribe of the Diablo Energy Storage Project.

In September 2017, Diablo Energy Storage LLC submitted an application requesting a Conditional Use Permit, Zoning Text Amendment and Design Review for a Battery Storage Project. The applicant proposes to install up to three single story buildings on a graded and vacant approximately 12 acre site representing a portion of an approximately 35 acre parcel located at 701 Willow Pass Road, Pittsburg, California (APN 085-280-010). The proposed project would also include a tie in line to the existing PG&E Substation. Three alternative routes are shown on the attached project location map.

If your tribe would like to consult on this project, please submit a request for consultation to the City at the following address:

Kristin Pollot, Planning Manager
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Per Public Resources Code, Section 21080.3.1(d), a request for consultation must be submitted within 30 days of receipt of this letter.

If you have any questions, please contact me at (925) 252-4043 or via e-mail at KPollot@ci.pittsburg.ca.us.

Sincerely,

Kristin Pollot,
Planning Manager

Attachment: Project Location Map



March 15, 2018

Ms. Joan Lamphier, Consulting Planner
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

SUBJECT: INITIAL STUDY AND DRAFT MITIGATED NEGATIVE
DECLARATION FOR THE DIABLO ENERGY STORAGE PROJECT,
PITTSBURG, APN 085-280-080

Dear Ms. Lamphier:

Thank you for providing Delta Diablo (the District) with the opportunity to review the subject initial study / draft Mitigated Negative Declaration (IS/MND). The IS/MND includes review of environmental impacts for a proposed unoccupied battery storage facility with onsite substation located at 701 Willow Pass Road, Pittsburg by Diablo Energy Storage, LLC. We understand the proposed project includes construction of up to three buildings on a vacant portion of the 35-acre Empire Business Park. The buildings will house advanced energy storage equipment including inverters, transformers and an onsite electric substation. The facility will be connected via a new electric tie-in line to the existing Pacific Gas & Electric Company (PG&E) Pittsburg Substation located approximately 0.6 mile north of the site. Three alternative routes are under consideration for the tie-in line. The IS/ Draft MND is for the approval of the project design, a zoning amendment, and a use permit. The following are our comments:

The District owns and operates wastewater conveyance pipelines within and adjacent to the alternative overhead tie-line alignments depicted in Figure 5 of the IS/MND. See Figure 1, attached, for general location of District pipelines. The proposed East Alignment and Middle Alignment, as depicted in Figure 5, will impede the District's ability to access, operate, and maintain these critical wastewater pipelines which serve the City of Pittsburg and the community of Bay Point unless appropriate mitigation measures are included in the design. The proposed West Alignment may impede the District's ability to access, operate, and maintain the pipelines unless appropriate mitigation measures are included in the design.

It is recognized that IS/MND plans are preliminary and subject to change based on final engineering design. As such, it is not possible for the District to provide detailed comments on the IS/MND plans to ensure the reliable operation and maintenance of the existing wastewater pipelines. Therefore, the District requests the following general mitigation:

- 1) Project design plans for access, structures, and the proposed tie-line improvements that may potentially adversely impact District wastewater pipelines or access shall be

Ms. Joan Lamphier, Consulting Planner

March 15, 2018

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR THE
DIABLO ENERGY STORAGE PROJECT, PITTSBURG, APN 085-280-080

Page 2

submitted to the District and be subject to its favorable review prior to City design approval and the start of construction. Design measures shall include:

- a. Fencing, roadway improvements, and gates shall be designed to allow for optimized District access to existing wastewater pipelines during construction and after completion of construction. Project design shall ensure that access to District existing facilities will not be impeded or compromised from current conditions.
- b. Grading over District pipelines shall not decrease ground surface cover over existing District pipelines and shall not significantly increase cover over District pipelines unless approved by the District.
- c. No structures shall be constructed over existing District pipelines or easements.
- d. When feasible and practical, all proposed new structures, overhead lines, or underground pipelines which parallel the existing District pipelines shall maintain a minimum of twenty-five feet horizontal distance between the outside edge of the District pipelines and the new improvement. Where not practical, all new improvements shall maintain a minimum of ten feet horizontal distance from the outside edge of the District pipelines.
- e. Crossings of District pipelines shall be at perpendicular angles and be designed such that overhead wires do not impede District safe manway access.

The District has no comments on the proposed zoning amendment or use permit. The project applicant may contact the District directly for records related to existing District pipelines and easements in the project area. Please contact me at patriciac@deltadiablo.org or (925) 756-1939 if you have any questions.

Sincerely,

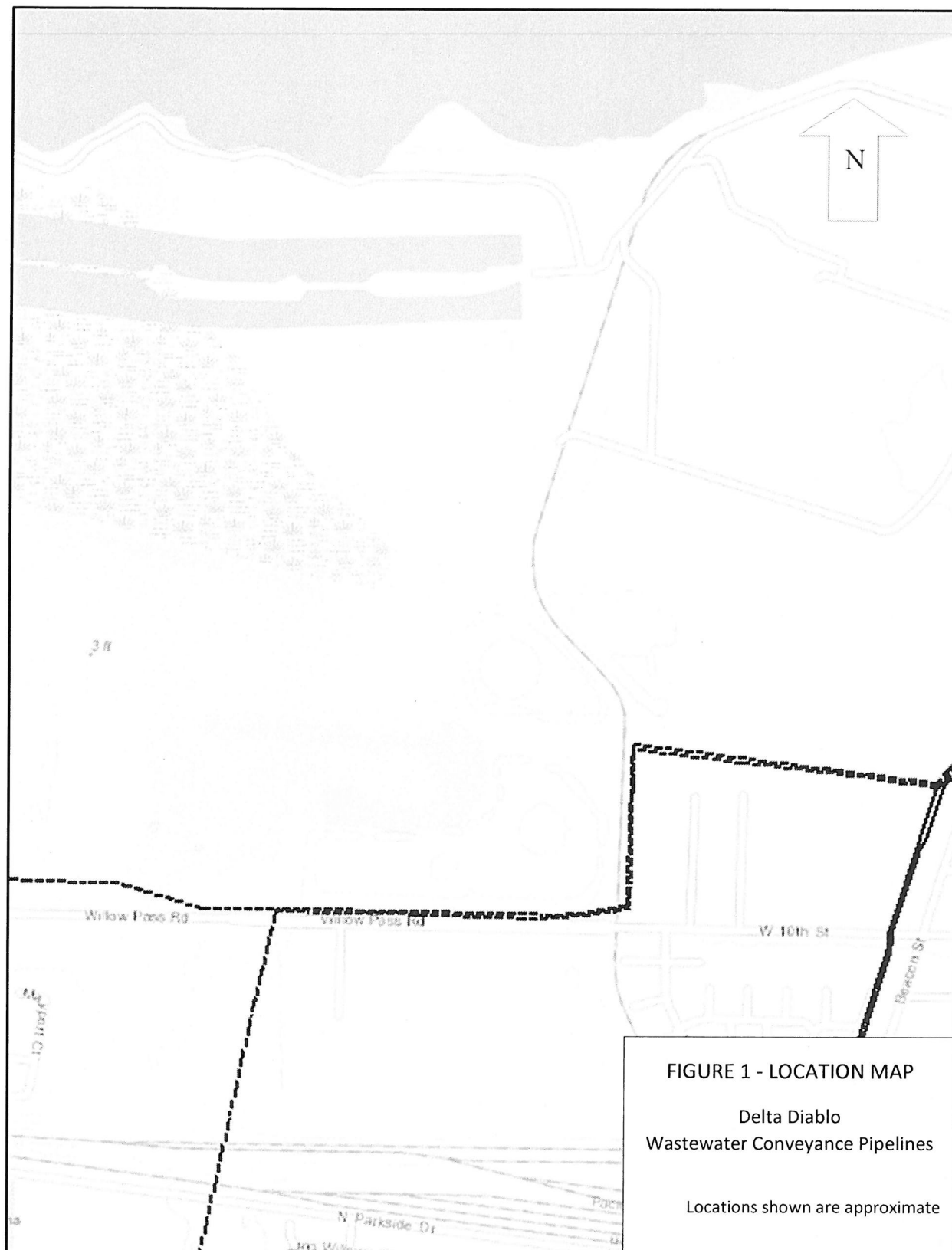


Patricia Chapman
Associate Engineer

PEC:drb

Attachment

cc: Thanh Vo, Acting Engineering Services Director, Delta Diablo
Amanda Wong Roa, Environmental Programs Manager, Delta Diablo
District File No. DEV.02-DEVDOC-00015207
Chron File





City of Pittsburg

Community 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 **PLANNING COMMISSION** of the City of Pittsburg will conduct a public hearing on:

DATE: July 10, 2018
TIME: 7:00 p.m.
PLACE: City Council Chamber at City Hall
 65 Civic Avenue, Pittsburg, California

Concerning the following matter:

Consideration of a Resolution Recommending City Council Approval of the Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR).

This is a continued public hearing on a request for a recommendation to City Council for: 1) adoption of an amendment to the existing 'Empire Business Park' Overlay Zoning District (Ord. Nos. 07-1284 and 04-1214) to allow a "Major Utility" use subject to a use permit; 2) approval of a use permit for a Major Utility; and 3) design review approval of plans to install an energy storage project in three 60,000 sq. ft. buildings with related accessory equipment and tie-line to an existing PG&E substation. The project site covers a 12-acre portion of the 35-acre Empire Business Park parcel located at 701 Willow Pass Road in the IP-O (Industrial Park Overlay) District. Assessor's Parcel No. 085-280-010.

PROJECT PLANNER: Joan Lamphier, (415) 868-9093, or jlamphier@ci.pittsburg.ca.us

Why am I receiving this notice? You are receiving this notice because you have either previously requested notifications from the Planning Division, or a project has been proposed in your neighborhood and all property owners within a minimum 300-foot radius of the project site are required to be notified under the Pittsburg Municipal Code.

Where can I get more information about this project?

The complete file for this project is available for public inspection at the Planning Division, weekdays during the hours of 8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM. You can also find out more about the project by contacting the project planner listed above.

What can I do if I have comments on the project?

Comments or objections to the project can be made by writing or through oral testimony during the public hearing. Written comments citing the project name may be emailed to the project planner listed above, or may be mailed or delivered to: Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565. You may also register your comments or objections by attending the public hearing on the date and time listed above.

Pursuant to Section 65009 of the California Government Code, if you challenge this matter in court, you may be limited to those issues you or someone else raised at the public hearing described in this notice, or in written correspondence on the matter delivered to this agency at, or prior to the public hearing. Any written correspondence delivered to the Planning Division before the hearing body's action on the matter will become a part of the administrative record.

JORDAN DAVIS, AICP, ACTING SECRETARY
 PITTSBURG PLANNING COMMISSION

Project Title: Diablo Energy Storage Project, AP-17-1270 (RZ, UP, DR)
Location: 701 Willow Pass Road, APN: 085-280-010.



City of Pittsburg

Community Development Department - Planning Division
65 Civic Avenue
Pittsburg, CA 94565

NOTICE OF PUBLIC HEARING

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: San Marco Commercial Center, AP-18-1349 (PPR).

ORIGINATED BY: Doug Messner on behalf of Sierra Pacific Properties, Inc., 1800 Willow Pass Court, Concord, CA 94520

SUBJECT: This is a preliminary plan review of a proposal to construct a new commercial center on a 3.69-acre site located at 2011 W. Leland Road in the PD (Planned Development, Ordinance No. 12-1362) District. Assessor's Parcel No. 097-550-054.

RECOMMENDATION:

Staff recommends that the Planning Commission review the conceptual site plan for the San Marco Commercial Center and provide comments regarding the site plan design, as well as the proposed General Plan map amendment and rezoning of the parcel to allow for commercial development.

BACKGROUND:

In 1990, the City Council adopted Ordinance No. 90-990, authorizing the execution of the San Marco Development Agreement (DA) for the development of 2,938 residential units on 639 acres in Pittsburg's Southwest Hills area. The DA established provisions under which the development would be built, including land use regulations, fees and assessments, and infrastructure. In 2013, the Council adopted Ordinance No. 13-1369, approving an extension of the term of the DA to 2032.

In 1993, the City Council adopted Resolution No. 93-7888, certifying an environmental impact report for the San Marco Development, and adopted Ordinance No. 93-1057, zoning the San Marco Development property to a residential PD (Planned Development) District, with a PD Plan consisting of 1,412 single-family residential units and 1,526 multifamily residential units. The PD plan has been amended on three separate occasions since the original ordinance was adopted in 1993. The most recent version of the PD plan adopted as part of Ordinance No. 12-1362, divides the site into 14 total neighborhoods, including ten single family and four multifamily neighborhoods (see San Marco PD Plan in Attachment 1). To date, approximately 88% of the single family and 30% of the multi-family residential units have been built.

In addition to the San Marco Development, the Southwest Hills area currently includes 1,976 residential units within the Vista Del Mar and Oak Hills neighborhoods (see Southwest Hills Map in Attachment 2). In recent years, residents in the Southwest Hills have indicated that the Hillview Shopping Center, located at the northwest corner of Bailey Road and W. Leland Road, has become outdated and no longer meets the area's growing demand for commercial amenities. In particular, residents want to see

Planning Commission Staff Report

another grocery store built. To address this ongoing need, the applicant would like to develop a commercial center on a 3.69-acre property which is currently planned as Phase II of Ray Giacomelli Community Park.

PROJECT DESCRIPTION:

Existing Conditions: The project site is a 3.69-acre, undeveloped parcel located at the southeast corner of San Marco Boulevard and W. Leland Road. The site topography increases gradually from an elevation of 220 feet on the eastern end of the property to an elevation of 230 feet on the western end. There is a six-foot-wide sidewalk along the San Marco Boulevard and W. Leland Road frontages. Along the W. Leland frontage, there is a Class II bike lane and a bus stop serving Tri-Delta Transit Route #200. Vehicular streetlights are spaced at approximately 165-foot intervals. The site is served by water, sewer, and storm drain infrastructure completed in 2005.

See Attachments 2 and 3 for a Location Map and Site Photos

Surrounding Land Uses:

North:	Toscana Subdivision
West:	Undeveloped land (16+ acres)
South:	Undeveloped land (11+ acres)
East:	Ray Giacomelli Community Park

See Attachment 4 for a Map of Surrounding Uses.

Proposed Project: The applicant, Sierra Pacific Properties, Inc., is requesting the Planning Commission's comments on the conceptual site layout for a 35,406-square-foot commercial center at the site (see Conceptual Site Layout in Attachment 6). The center would consist of a 30,080-square-foot anchor building at the southeast corner of the site; a 3,500-square-foot restaurant at the northwest corner of the site; and a 1,826-square-foot, drive-through restaurant at the northeast corner of the site. An existing driveway located along W. Leland Road would provide site access to eastbound and westbound traffic. Northbound traffic would access the site via a new driveway along San Marco Boulevard. Site improvements would include a 173-space parking lot, landscaping, and lighting. The applicant will prepare a complete set of plans after the Commission provides comments on the conceptual site layout. The project will potentially require the following approvals: 1) a General Plan map amendment to change the site's land use designation from 'Park' to 'Community Commercial'; 2) an amendment to the San Marco PD District; 3) a use permit for the grocery store and drive-through restaurant; and 4) design review of architectural and landscape plans. A traffic study will also be required.

GENERAL PLAN/CODE COMPLIANCE:

Planning Commission Staff Report

Attachment 7 includes a list of General Plan goals and policies that staff will use to evaluate whether the proposed project is consistent with the General Plan. The Commission may use this list as a basis to provide the applicant with comments on the initial plans submitted.

ANALYSIS:

Not applicable at this time.

ACTION REQUIRED:

Review the conceptual site plan for the San Marco Commercial Center and provide comments regarding the site plan design and repurposing of the site for commercial development.

ATTACHMENTS:

1. San Marco PD Plan
2. Southwest Hills Map
3. Location Map
4. Site Photos
5. Map of Surrounding Uses
6. Conceptual Site Layout
7. List of Applicable General Plan Goals and Policies

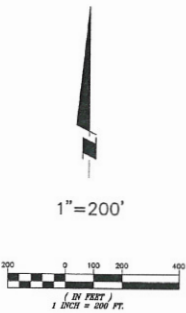
Prepared by: Hector J. Rojas, AICP, Senior Planner

Attachment 1

SAN MARCO
DEVELOPMENT PLAN

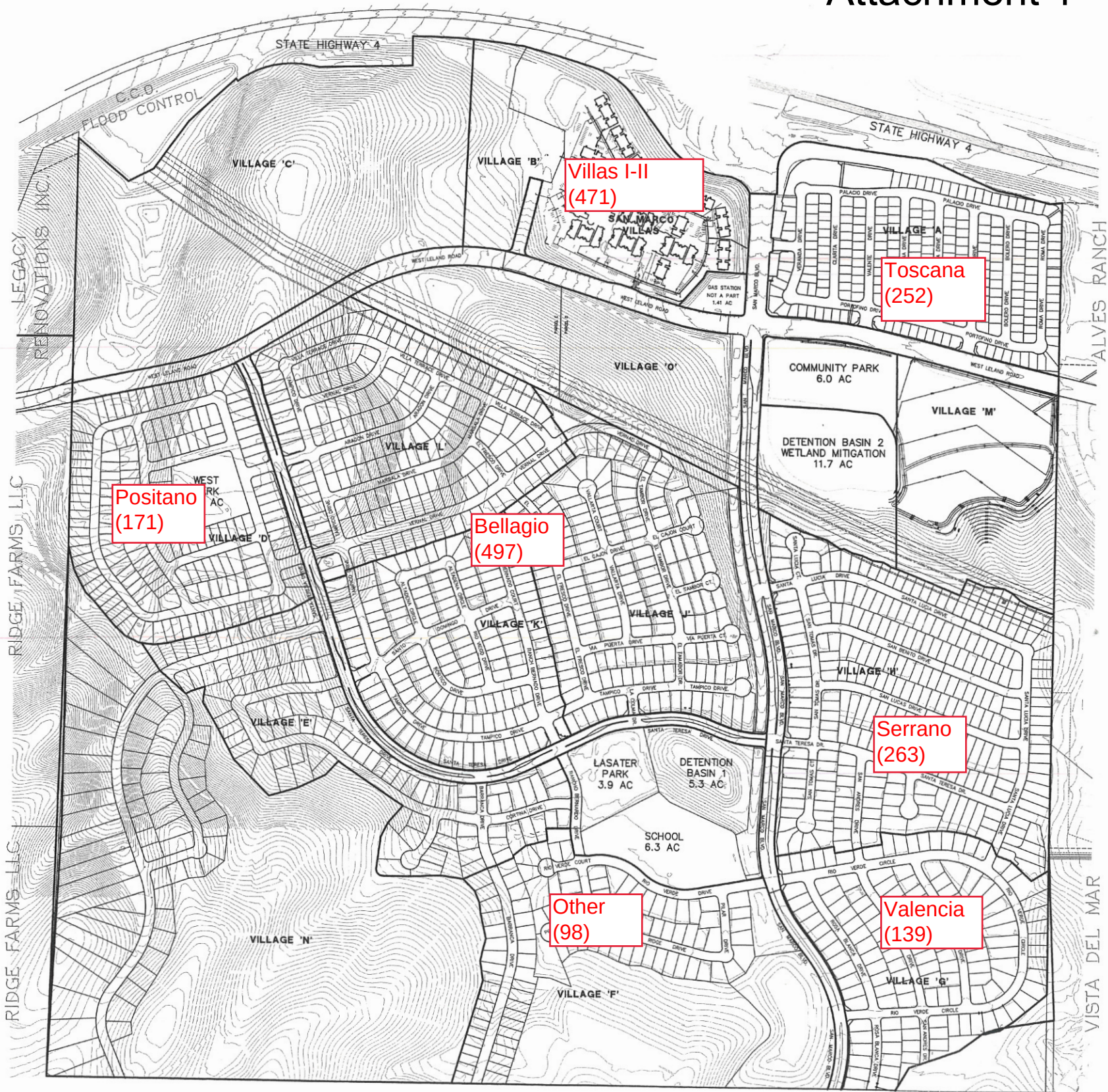
SUBDIVISION 7362

CITY OF PITTSBURG
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA
MARCH 8 2013



LAND USE TABLE		
LAND USE	ACRES	NUMBER OF UNITS
VILLAGE 'A' SINGLE FAMILY	32.7	252
VILLAGE 'B' APARTMENTS/TOWNHOUSES	32.2	471
VILLAGE 'C' APARTMENTS BUILT TO TOWNHOUSE STANDARDS	56.9	339
VILLAGE 'D' SINGLE FAMILY	33.1	171
VILLAGE 'E' SINGLE FAMILY	27.0	107
VILLAGE 'F' SINGLE FAMILY	48.0	100
VILLAGE 'G' SINGLE FAMILY	31.3	139
VILLAGE 'H' SINGLE FAMILY	48.3	263
VILLAGE 'J' SINGLE FAMILY	38.1	165
VILLAGE 'K' SINGLE FAMILY	27.9	147
VILLAGE 'L' SINGLE FAMILY	35.7	185
VILLAGE 'M' APARTMENTS BUILT TO TOWNHOUSE STANDARDS	22.3	420
VILLAGE 'N' SINGLE FAMILY	90.5	64
DETENTION BASIN 1	5.3	
VILLAGE 'O' APARTMENTS BUILT TO TOWNHOUSE STANDARDS	25.3	115
COMMUNITY PARK	6.0	
DETENTION BASIN 2 WETLAND MITIGATION	11.7	
MAJOR ROADS	30.5	
WEST PARK	3.0	
SCHOOL	6.3	
LASATER PARK	3.9	
TOTAL	616	2938

- GENERAL NOTES:
- OWNERS/DEVELOPER: WEST COAST HOME BLDG. INC. SECON FINANCIAL AND CONSTRUCTION CO. 4021 PORT CHICAGO HWY. CONCORD CA 94524
SECON FINANCIAL AND CONSTRUCTION INC. 4021 PORT CHICAGO HWY. CONCORD CA 94524
 - ENGINEER: ISAKSON AND ASSOC. INC. 2255 YONACIO VALLEY RD. WALNUT CREEK CA 94598
 - ASSESSORS PARCEL NO.: 097-130-002, 097-140-001, 097-150-005, 097-150-002, 097-150-006, 097-150-007, 097-190-001, 097-180-001
 - TOTAL AREA: 616 ACRES
 - ZONING: PLANNED DEVELOPMENT
 - TOTAL NO. OF LOTS/ PARCELS: SINGLE FAMILY LOTS - 1593 UNITS
APARTMENTS/TOWN HOMES- 1345 UNITS
TOTAL 2938 UNITS
 - UTILITIES:
SEWER: CITY OF PITTSBURG/DELTA DIABLO SANITATION DISTRICT
WATER: CITY OF PITTSBURG
GAS & ELECTRICAL: P.G.&E.
TELEPHONE: AT&T
 - DRAINAGE AREA: 48-B (CONTRA COSTA COUNTY FLOOD CONTROL)
 - BOUNDARY AS SHOWN IS COMPILED FROM RECORD INFORMATION AND DOES NOT REPRESENT A SURVEY OF THE PROPERTY.
 - MULTIPLE FINAL MAPS WILL BE FILED ON THE LANDS SHOWN ON THE TENTATIVE MAP.
 - 300' ADJOINING PROPERTIES ARE SHOWN ON THIS MAP. THERE ARE NO EXISTING STRUCTURES WITHIN 300 FEET OF THE DISTRICT BOUNDARIES.
 - TOPOGRAPHY AND EXISTING CANOPY OF MATURE TREES 100 FEET BEYOND THE PROPOSED DISTRICT BOUNDARY ARE AS SHOWN.



FORECAST LAND INVESTMENT LLC

SUBDIVISION 7362

DEVELOPMENT PLAN

CITY OF PITTSBURG CONTRA COSTA COUNTY CALIFORNIA

Isakson & Assoc. Inc.
civil engineering and land surveying
2255 Yonacio Valley Road, Suite C, Walnut Creek, CA 94598 Phone: (925) 937-0333

DATE: 03-08-13 DESIGNED: DCI DRAWN: RLB CHECKED: DCI 201304 SHEET 1 OF 1



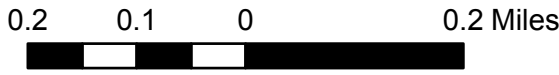
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Prepared by: Shital Dhakal, GISP
Date: 9/27/2017



City of Pittsburgh

Attachment 2 - Southwest Hills Map



Legend

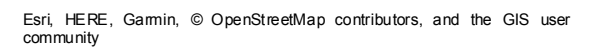
- Zoning
- City Limit

[illegible]

 Zoning
  CCC Housing Authority

 Parcel
  Caltrans ROW

 City Limits



Attachment 4
Photos of Site and Surroundings
San Marco Commercial Center, AP-18-1349 (PPR)



Above: View of Site from W. Leland Road looking south west toward San Marco Boulevard
Below: View from Site looking North toward W. Leland Road and Toscana Subdivision





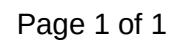
Above: View from Site looking East toward Ray Giacomelli Community Park
Below: View from Site looking south toward Serrano Subdivision





Above: View from site looking West toward San Marco Boulevard and San Marco Villas Apartments

 Project Site



Attachment 6 - Conceptual Site Layout



Data

Land Area: 3.69 ACR

BUILDING AREAS:

Major "A": 30,080 S.F.
Restaurant: 3,500 S.F.
Pad 1: 1,826 S.F.
Total building area: 35,406 S.F.

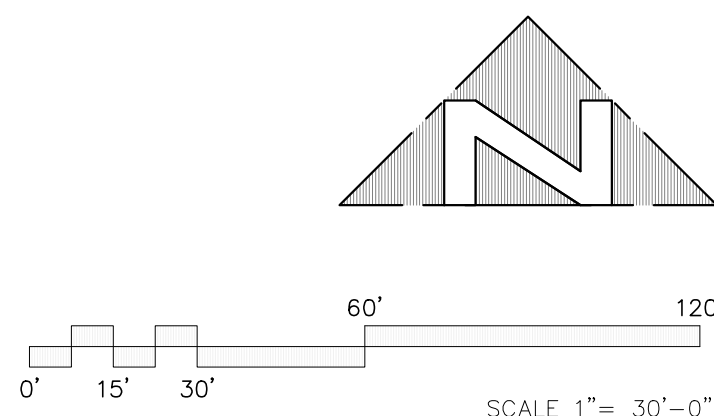
PARKING:

Required stalls:
Restaurants: $3,500 \text{ S.F.} / 150 = 24$
Retail: $30,080 \text{ S.F.} / 1000 \times 4 = 120$
Pad 1: $1,826 \text{ S.F.} / 150 = 12$

Total stalls Required: 156

Total stalls Provided:

Standard Stalls: 139
Compact Stalls: 27
Accessible: 7
Total stalls Provided: 173



S I T E P L A N

SAN MARCO COMMERCIAL CENTER
Pittsburg, California

Attachment 7
Applicable General Plan Goals and Policies
San Marco Commercial Center, AP-18-1349 (PPR)

General Plan Goal or Policy
Land Use Element – Citywide
2-G-3: Emphasize concentrated commercial development, rather than linear commercial strips.
2-P-5: Undertake planned development as a means to achieve high community design standards, not to circumvent development intensity standards.
2-P-6: Ensure provision of community amenities within planned development projects, including parks and recreation facilities, streetscaping and pedestrian paths, transit facilities, parking areas, and public safety facilities. Ensure construction of amenities at a time that is in balance with the needs of the development.
2-P-7: During development review, consider project compatibility with existing surrounding land uses. Ensure that sensitive uses—such as residences, schools, and parks—are not subject to hazardous or unhealthy conditions.
2-P-30: Encourage private developers to conduct geo-technical and biological studies prior to filing project applications to ensure environmentally sensitive project layout and design.
Land Use Element – Southwest Hills
2-P-88: Allow development surrounding the West Leland Road/San Marco Boulevard intersection (San Marco project) in accordance with entitled approvals. If any aspect of the approval is sought to be changed: • Allow a maximum of 1,400 Hillside Low and Low-Density units, and 1,500 Medium and High-Density units, with additional residential and commercial development permitted in the mixed-use San Marco Village; • Require a 10-acre mixed-use pedestrian-oriented core, extending along West Leland Road. Encourage site design that provides buildings fronting along West Leland Road, with parking tucked behind buildings; • Allow a maximum of 40 acres of Business Commercial and 10 acres of Community Commercial between West Leland Road and State Route 4; • Ensure grading is kept to a minimum, all designated ridgelines are protected, and impacts to creeks are mitigated; and • Require dedication of one school site, and two neighborhood park sites or park in-lieu fees.
2-P-90: Ensure that all new development in Southwest Hills provides trailheads and linkages into the multi-use trail system planned to extend from West Leland Road to Oak Hills Park.
Growth Management Element

3-G-1: Manage the City's growth to balance development of housing options and job opportunities, protection of open space and habitat areas, construction of transportation improvements, and preservation of high quality public facilities.
3-G-4: Maintain programs and provide incentives for use of vacant infill land and reuse and revitalization of underutilized sites. (Land Use Goal 2-G-6)
3-G-5: Ensure that new residential, commercial and industrial growth within the Voter-Approved Urban Limit Line pays its share of the costs for the construction of facilities needed to serve that growth.
3-G-8: Achieve traffic levels of service for roadway intersections that are based on the roadways' classification and location shown in Figure 7-2. (Transportation Goal 7-G-1)
3-G-9: Encourage the provision of new and improved pedestrian, bicycle and transit facilities to serve all users of new development projects.
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.
3-P-2: Prior to project approval, ensure that the existing and planned transportation system will have adequate capacity to accommodate new urban development.
3-P-3: Work with Contra Costa Transportation Authority and TRANSPLAN (the transportation planning committee for East County) to develop and implement Action Plans for Routes of Regional Significance, as designated in Figure 3-1.
3-P-5: As part of development review, require preparation of a traffic impact study for all development projects expected to generate more than 100 net new peak hour vehicle trips. Ensure that traffic impact studies are prepared by professional transportation consultants selected and hired by the City but require that project proponents pay all fees associated with development of such studies.
3-P-6: Apply the Contra Costa Transportation Authority's travel demand model and technical procedures to the analysis of General Plan amendments and developments exceeding 100 net new peak-hour vehicle trips for their impact on Regional Routes of Significance and Action Plan objectives.
3-P-7: Ensure that all Regional Routes of Significance within the City maintain the following traffic levels of service (LOS) standards (applicable to non-freeway routes and routes not subject to a Traffic Management Program): • LOS mid D (peak hour volume to capacity ratio less than or equal to 0.85) at intersections along major arterials, except for intersections along Bailey Road; • LOS high E (peak hour volume to capacity ratio less than or equal to 0.99) at intersections along Bailey Road between West Leland Road and State Route 4; and • LOS mid E (peak hour volume to capacity ratio less than or equal to 0.95) at intersections on Kirker Pass Road.

3-P-8: Ensure that all non-Regional Routes within the City (not designated as Routes of Regional Significance in Figure 3-1) maintain the following traffic levels of service (LOS) standards based on their location in rural, semi-rural, suburban, urban or downtown areas, as designated in Figure 3-1:

- Rural – LOS low C (peak hour volume to capacity ratio less than or equal to 0.74)
- Semi-rural – LOS high C (peak hour volume to capacity ratio less than or equal to 0.79)
- Suburban – LOS low D (peak hour volume to capacity ratio less than or equal to 0.84)
- Urban – LOS high D (peak hour volume to capacity ratio less than or equal to 0.89)
- Downtown – LOS high D (peak hour volume to capacity ratio less than or equal to 0.89)

3-P-9: Ensure that traffic studies prepared for development projects include an analysis of the impacts of project-related traffic and roadway improvements on pedestrians, bicyclists and transit users.

3-P-10: Approve proposed development projects expected to generate over 100 peak-hour trips ONLY if Findings of Consistency with adopted traffic levels of service standards are found.

3-P-17: As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development. (Transportation Policy 7-P-34)

Urban Design Element

4-G-5: Encourage a sense of rural character in the design and construction of hillside development, including extensive landscaping, rooftop terraces, sloping rooflines, and use of natural materials.

4-G-11: Initiate streetscape improvements to create an attractive, usable, multimodal transportation corridor along Leland Road.

4-G-17: Encourage development of diverse and distinctive neighborhoods that build on the patterns of the natural landscape and provide a sense of connection with surrounding uses.

4-P-7: Ensure that design treatment of new development at the City's southern boundary retains a rural feel by: • Discouraging the use of solid walls along these edges (fences must be visually permeable; however, discourage use of chain link in front and side yards); • Using materials and design to promote a rural feeling (for example, wooden or other rustic materials); and • Encouraging development at the outer edge of the City to face outwards toward the rural landscape (preventing a solid wall of residential back yard fences).
4-P-26: Reflect the predominant colors and textures within the surrounding landscape in selection of building materials for hillside development. Roof colors should tend toward darker earth tones, so that they are less visible from adjacent or upslope properties.
4-P-27: Maximize water conservation, fire resistance, and erosion control in landscape design through use of sturdy, native species. Use irregular planting on graded slopes to achieve a natural appearance.
4-P-30: Ensure that all residential developers provide multi-use trails or trailheads connecting to local schools and parks, commercial centers, and regional open spaces.
4-P-57: Provide marked, on-street bike lanes along Leland Road, west of Crestview Drive.
4-P-58: For pedestrian safety and comfort, construct and maintain covered bus shelters at transit stops along Leland Road.
4-P-59: Pursue the development of a linear parkway along West Leland Road, west of Bailey Road, linking the Pittsburg/Bay Point BART Station Area to new residential neighborhoods within the southern hills.
4-P-60: Work with private developers in the San Marco project to create a pedestrian oriented mixed-use village along West Leland Road at San Marco Boulevard. Encourage buildings to be designed and oriented toward public spaces.
4-P-73: Ensure that all new business commercial employers provide safe and convenient pedestrian and bicycle connections to adjacent neighborhoods, the proposed BART Station, Delta De Anza Trail, Railroad Avenue Linear Park, and employment and activity centers.
4-P-74: Develop a mixed-use village at the intersection of West Leland Road and the proposed San Marco Boulevard.
4-P-75: Encourage West Leland Road to be designed as a pedestrian-friendly street, with wide sidewalks, small plazas and benches, signaled crosswalks, pedestrian scale building massing, and parking tucked behind the buildings.
4-P-76: Pursue the development of a linear parkway along West Leland Road, connecting the Pittsburg/Bay Point BART Station Area to San Marco Village.
4-P-77: Encourage commercial and high-density residential developers to work together to provide convenient pedestrian paths and access points between San Marco Village and the High-Density residential neighborhoods to the west.

4-P-78: Allow a mix of retail and service commercial uses in ground floor spaces, and office and high-density residential uses on upper floors.
4-P-79: Provide pedestrian and transit amenities, such as bike racks, benches, signalized crosswalks, and bus shelters, within the Village setting.
Economic Development Element
6-P-1: Monitor land use and development trends in the City, specifically in the Economic Opportunity Areas established in Policy 6-P-9, to ensure a sufficient supply of land that offers appropriate use designations and development intensities.
6-P-7: Continue to provide incentives, encourage employment, and promote businesses within the City's Enterprise Zone (see Figure 6-1).
6-P-9: Establish Economic Opportunity Areas in Pittsburgh, as indicated in Table 6-3 and Figure 6-2. Development in these areas must reflect both current and future trends, maximize revenue-generating opportunities for the City, and provide for economic diversity.
6-P-11: Develop a retail and consumer services strategy to attract regional- and local-serving non-basic industries, ensure appropriate location, and maximize growth opportunities. Incorporate initiatives to retain and expand existing retail and consumer services businesses.
Transportation Element
7-G-1: Achieve service level standards for roadway intersections that are based on the roadway's classification and location shown in Figure 7-2.
7-G-5: Provide adequate capacity on arterial roadways to meet LOS standards and to avoid traffic diversion to local roadways or the freeway.
7-G-6: Locate high traffic-generating uses so that they have direct access or immediate secondary access to arterial roadways.
7-G-14: Develop urban design and streetscape standards and guidelines to improve pedestrian environments and accessibility in new development projects and in Downtown.
7-G-15: Encourage walking as a regular means of transportation for people who live within a half-mile walk of school, work, or routine shopping destinations.
7-P-2: Use the adopted Regional and Local Transportation Impact Mitigation Fee ordinances to ensure that all new development pays an equitable pro-rata share of the cost of transportation improvements. Review the Traffic Impact Mitigation Fee schedule annually and update every five years at a minimum.
7-P-4: Require that all traffic studies be conducted by professional transportation consultants selected by the Planning and Building and Engineering Departments, with the City acting as the lead agency. Ensure that all costs associated with the traffic study are paid by the applicant.

7-P-6: Ensure that all Regional Routes of Significance within the City maintain the following traffic levels of service (LOS) standards (applicable to nonfreeway routes and routes not subject to a Traffic Management Program):

- LOS mid D (peak hour volume to capacity ratio less than or equal to 0.85) at intersections along major arterials, except for intersections along Bailey Road;
- LOS high E (peak hour volume to capacity ratio less than or equal to 0.99) at intersections along Bailey Road between West Leland Road and State Route 4; and
- LOS mid E (peak hour volume to capacity ratio less than or equal to 0.95) at intersections on Kirker Pass Road.

7-P-7: Endeavor to implement Transportation Element improvements prior to deterioration in levels of service below those set forth in Goal 7-G-1.

7-P-8: Ensure that all non-Regional Routes within the City (not designated as Routes of Regional Significance in Figure 7-2) maintain the following traffic levels of service (LOS) standards based on their location in rural, semi-rural, suburban, urban or downtown areas, as designated in Figure 7-2:

- Rural – LOW low C (peak hour volume to capacity ratio less than or equal to 0.74)
- Semi-rural – LOS high C (peak hour volume to capacity ratio less than or equal to 0.79)
- Suburban – LOS low D (peak hour volume to capacity ratio less than or equal to 0.84)
- Urban – LOS high D (peak hour volume to capacity ratio less than or equal to 0.89)
- Downtown – LOS high D (peak hour volume to capacity ratio less than or equal to 0.89)

7-P-16: Continue to collect fees for the extension of West Leland Road to Willow Pass Road, subject to the Traffic Mitigation Fee program. As established by nexus, require new development adjacent to the extension to dedicate right-of-way and construct or fund new intersections and frontage improvements.

7-P-33: Require mitigation for development proposals which result in potential conflicts, or fail to provide adequate access, for pedestrians and bicycles.

7-P-34: As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development.

7-P-39: Ensure that residential and commercial developments provide pedestrian pathways between lots for direct routes to commercial centers, schools, and transit facilities.

7-P-42: Improve pedestrian crossing safety at heavily used intersections by installing crossing controls that provide adequate time for pedestrians to cross the street.

7-P-45: During review of development projects, encourage secure bicycle facilities and other alternative transportation facilities at employment sites, public facilities, and multi-family residential complexes.
7-P-57: During review of development plans, encourage major employers to establish designated carpool parking areas and secure bicycle facilities in preferable on-site locations (for example, under parking shelters or closest to main entryways).
Health and Safety Element
10-G-3: Minimize the potential for soil erosion by wind and storm water runoff.
10-G-4: Mitigate potential seismic hazards, including land sliding and liquefaction, during the design and construction of new development.
10-G-7: Locate development outside of flood-prone areas unless mitigation of flood risk is assured.
10-G-8: Ensure that new development mitigates impacts to the City's storm drainage capacity from storm water runoff in excess of runoff occurring from the property in its undeveloped state.
10-P-5: Ensure that Bay Area Air Quality Management District requirements are implemented around construction sites to reduce wind velocity and soil transport at the sites.
10-P-6: Encourage the use of water-sprinkling trucks at large construction sites to keep the exposed soil moist during construction.
10-P-16: Ensure compliance with the current Uniform Building Code during development review. Explore programs that would build incentives to retrofit unreinforced masonry buildings.
10-P-17: Ensure detailed analysis and mitigation of seismic hazard risk for new development in unstable slope or potential liquefaction areas (as designated in Figure 10-1). Limit the location of critical facilities, such as hospitals, schools, and police stations, in such areas.
10-P-18: Evaluate storm drainage needs for each development project in the context of demand and capacity when the drainage area is fully developed. Ensure drainage improvements or other mitigation of the project's impacts on the storm drainage system appropriate to the project's share of the cumulative effect.
10-P-22: Ensure that pad elevations on newly constructed habitable buildings are one foot above the 100-year floodplain, as determined by FEMA.
10-P-23: Ensure that all new development (residential, commercial, or industrial) contributes to the construction of drainage improvements in the Kirker Creek and other watersheds in the Planning Area, as required by the City's adopted ordinances.
10-P-26: Reduce the risk of localized and downstream flooding and runoff through the use of high infiltration measures, including the maximization of permeable landscape.
10-P-29: During the review of development plans, require all commercial projects to construct on-site retention facilities. Such facilities could be in the form of landscape features or underground swells.
10-P-39: Strive to maintain a ratio of 1.8 sworn police officers per 1,000 residents.

10-P-40: Ensure continued compliance with the adopted Pittsburg Hazard Mitigation Plan, as required by the Federal Emergency Management Agency and the Disaster Mitigation and Cost Reduction Act of 2000.
Public Facilities Element
11-G-7: Manage solid waste so that State diversion goals are met.
11-G-9: Assess the adequacy of public utilities in existing developed areas, and program needed improvements to coordinate with developing portions of the Planning Area.
11-P-7: Ensure that new residential, commercial, and industrial development equitably shares costs associated with providing water services to areas of urban expansion within the Planning Area.
11-P-17: Require that all wastewater dischargers within the City conform to the ordinances of the Delta Diablo Sanitation District.
11-P-18: Ensure that new residential, commercial, and industrial development equitably share costs associated with providing wastewater services to areas of urban expansion within the Planning Area.
11-P-23: Encourage builders to incorporate interior and exterior storage areas for recyclables into new or remodeled residential, commercial, and industrial structures.
11-P-29: Ensure adequate road widths in new development for fire response trucks, per the subdivision regulations.
Housing Element
13-G-5: Enhance the visual quality of Pittsburg's residential neighborhoods.
13-P-1.4: Support the construction of multi-family housing in close proximity to transit, arterials, shopping, and public services.
13-P-2.7: Utilize smart growth principles in the site planning of new subdivisions to enhance the quality of life of Pittsburg residents.

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

**ITEM: Notice of Intent to Exercise Delegated Design Review Authority and
Submittal of Adopted Zoning Administrator Resolutions.**

ORIGINATED BY: City of Pittsburgh, Zoning Administrator, 65 Civic Avenue, Pittsburgh,
CA 94565

SUBJECT: The Zoning Administrator submits five notices of intent to exercise delegated design review authority for: 1) an application by Durham School Services, LP, to install a 1,440-square-foot modular office building for an existing bus storage yard; 2) an application by Praxair to construct a 0.16-acre, secure cylinder storage facility; 3) an application to remodel the existing Woods Grove Apartments common building; 4) an application by the Dow Chemical Company to install an approximately 3,600 square foot ISO container offloading station; and 5) an application to relocate the monument sign for the Sonic Drive-In Restaurant. The Zoning Administrator also submits one resolution previously approved under the delegated authority (Planning Commission Resolution No. 9918).

RECOMMENDATION:

Staff recommends that the Commission acknowledge receipt of the five attached Notices of Intent to Exercise Design Review Authority, and the attached adopted Zoning Administrator resolution.

BACKGROUND:

Delegated Design Review Authority: Planning Commission Resolution No. 9444, as later amended by Resolution No. 9918, allows for delegation of nine categories of design review applications from the Planning Commission to the Zoning Administrator, as follows:

1. Freestanding signs: Applicable to signs not already part of a sign program; must be consistent with sign standards and architecturally compatible with associated building.
2. Wireless Communication Equipment: New or replacement antennas on existing poles and their related equipment.
3. Minor Building Remodels: Limited to changes in building colors, awnings, fenestration, and finishes.
4. Changes to Existing Parking Lots.
5. Changes to Existing Landscaping.

Planning Commission Staff Report

6. Additions to Existing Buildings: Additions must be smaller than 2,500 square feet and designed to complement existing building architecture.

7. New Model Homes in Approved Subdivisions. Must be consistent with the general size, quality of architecture and materials, and general character of the originally approved models. Must comply with approved zoning development standards.

8. Ancillary Structures: Structures in any district where visual impacts are minimal, including miscellaneous mechanical equipment associated with legal uses in the Industrial Districts.

The intent of the delegation is to allow a more efficient approval process for non-controversial design review applications, without compromising the integrity of the design review process or removing from public scrutiny those projects that would be most visible or of high interest to the general public. Prior to approving any delegated design review application, the Zoning Administrator must notify the Commission of his or her intent to exercise delegated design review authority. Copies of resolutions approving any delegated design review application must also be provided to the Commission.

PROJECT DESCRIPTION:

Since the last Commission meeting, staff has received five applications requesting design review approval which qualify within one or more of the nine categories of delegated authority established by Resolution No. 9918:

1. Durham School Services Modular Building, AP-18-1344 (AD) – Delegated Design Review Category 8 (Ancillary Structures).

This is an application by Durham School Services, LP, requesting administrative design review approval for plans to install a 1,440-square-foot modular office building for their existing bus storage yard at 2121 Piedmont Way in the IP (Industrial Park) District. APN: 088-240-006.

2. Praxair Cylinder Storage, AP-18-1341 (AD) – Delegated Design Review Category 8 (Ancillary Structures).

This is a request for administrative design review approval of plans to construct an approximately 7,000-square-foot, secure cylinder storage facility at 1930 Loveridge Road in the IG (General Industrial) District. Assessor's Parcel No. 073-190-035. The facility would consist of a double-tiered bulk storage area, covered canopy cylinder storage area, and utilities which would extend over a portion of the Los Medanos Wasteway. The facility is required to expand Praxair's ability to provide local customers with timely deliveries of industrial gases.

Planning Commission Staff Report

3. Woods Grove Apartments - Common Building Revision, AP-18-1347 (AD) – Delegated Design Review Categories 3, 6, and 8.

This is an application by Charlie Pick requesting administrative design review approval to remodel the existing Woods Grove Apartments common building, including a new roof, exterior material, exterior windows and frames, and a new color palette. The subject site is located at 850 E. Leland Road, in the RH (High Density Residential) District. Assessor's Parcel No. 088-230-001.

4. Dow Chemical AFTF Synergy Project, AP-18-1351 (AD) – Delegated Design Review Category 8 (Ancillary Structures).

This is an application by Dave O'Sullivan, on behalf of the Dow Chemical Company, requesting administrative design review approval to install an approximately 3,600 square foot ISO container offloading station, which includes a horizontal tank with pump and heat exchanger, utilizing existing utilities and infrastructure. This offloading station will not be visible from the public right-of-way and would not allow for an increase in production capacity. The subject site is located at 901 Loveridge Road, in the IG (General Industrial) District. APN: 073-220-049.

5. Sonic Drive-in Monument Sign Relocation, AP-18-1352 (AD).

This is an application by All Sign Services requesting administrative design review approval to relocate the monument sign for the Sonic Drive-In Restaurant at 1600 North Park Boulevard in the CC (Community Commercial) District. Assessor's Parcel No. 088-151-044. If the application is approved, the monument sign would be installed near the corner of Loveridge Road and N. Park Boulevard for greater visibility. The sign is currently approved for installation at the south eastern corner of the site.

The Zoning Administrator has also adopted one resolution approving a delegated design review application, as follows:

1. Resolution No. 316: 295 E. Leland Dental Office, AP-18-1334 (AD)

GENERAL PLAN/CODE COMPLIANCE:

Delegated Design Review Authority: Resolution No. 9918 established nine categories of design review applications upon which the Commission would authorize the Zoning Administrator to act. Resolution No. 9918, and PMC section 18.10.100, direct staff to notify the Planning Commission of intent to exercise delegated design review authority on any application that falls within one of those nine categories, prior to approving the application. Upon receiving such notification, a majority of the Commission may direct that the matter be scheduled for future consideration by the entire Commission. Resolution No. 9918 also directs staff to keep the Commission informed about

Planning Commission Staff Report

delegated design review application approvals by providing copies of resolutions adopted by the Zoning Administrator.

ANALYSIS:

Not applicable.

ACTION REQUIRED:

Acknowledge receipt of the attached Notices of Intent and the adopted Zoning Administrator resolution.

ATTACHMENTS:

1. Notice of Intent: Durham School Services Modular Building, AP-18-1344 (AD)
2. Notice of Intent: Praxair Cylinder Storage, AP-18-1341 (AD)
3. Notice of Intent: Woods Grove Apartments - Common Building Revision, AP-18-1347 (AD)
4. Notice of Intent: Dow Chemical AFTF Synergy Project, AP-18-1351 (AD)
5. Notice of Intent: Sonic Drive-in Monument Sign Relocation, AP-18-1352 (AD)
6. Zoning Administrator Resolution No. 316

Prepared by: Jordan Davis, Acting Zoning Administrator

NOTICE OF INTENT

TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918

Durham School Services Modular Building, AP-18-1344 (AD).

This is an application by Durham School Services, LP, requesting administrative design review approval for plans to install of a 1,440-square-foot modular office building for their existing bus storage yard at 2121 Piedmont Way in the IP (Industrial Park) District. APN: 088-240-006.

This project is eligible for delegation to staff under Category 8 (Ancillary Structures), pursuant to Planning Commission Resolution No. 9918. Projects eligible for delegation under this category are limited to structures in any district where visual impacts are minimal, including miscellaneous mechanical equipment associated with legal uses in Industrial Districts.

Location Map



June 23, 2017

Street Centerline Labels



Zoning



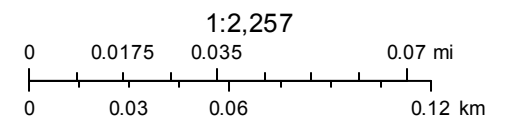
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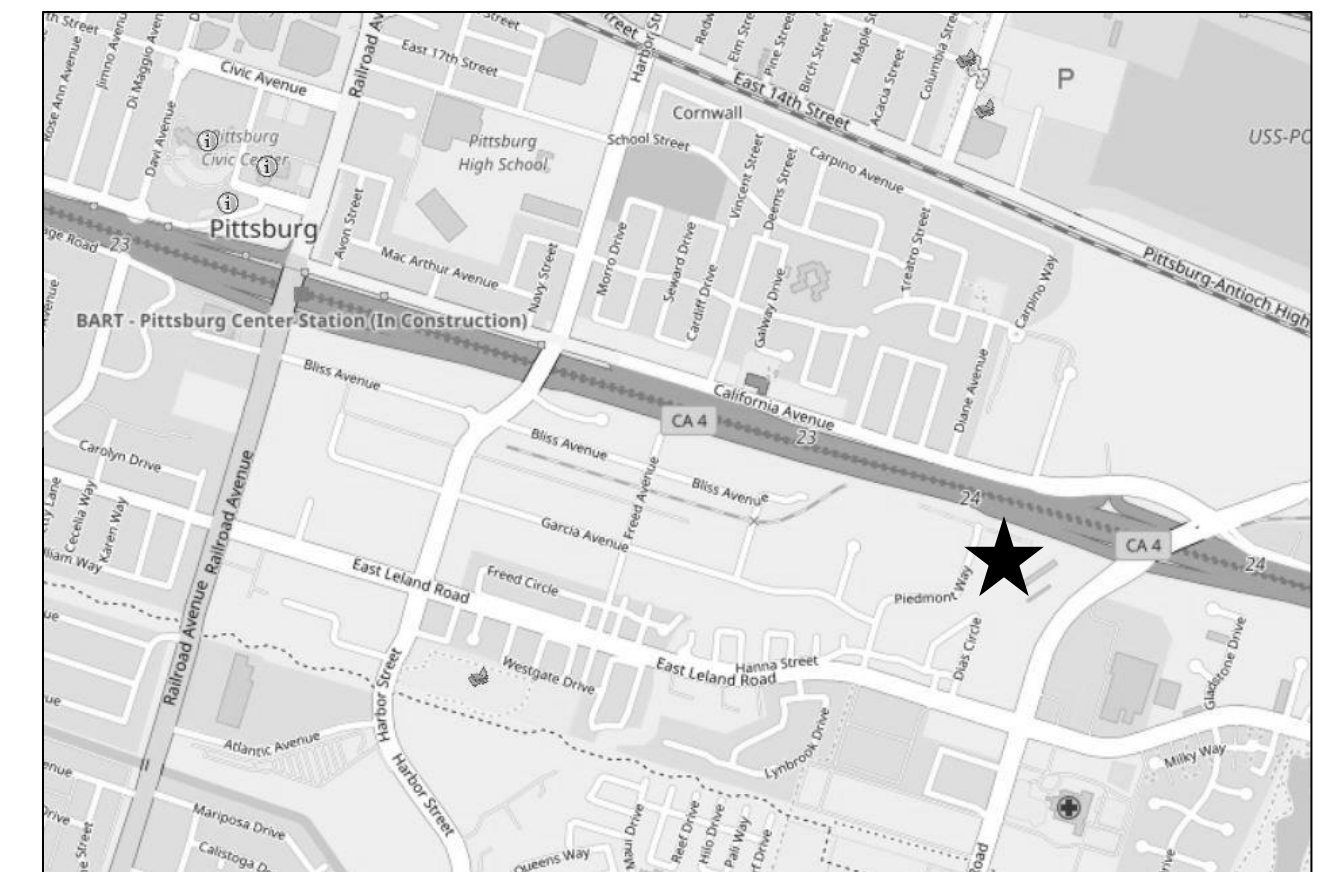
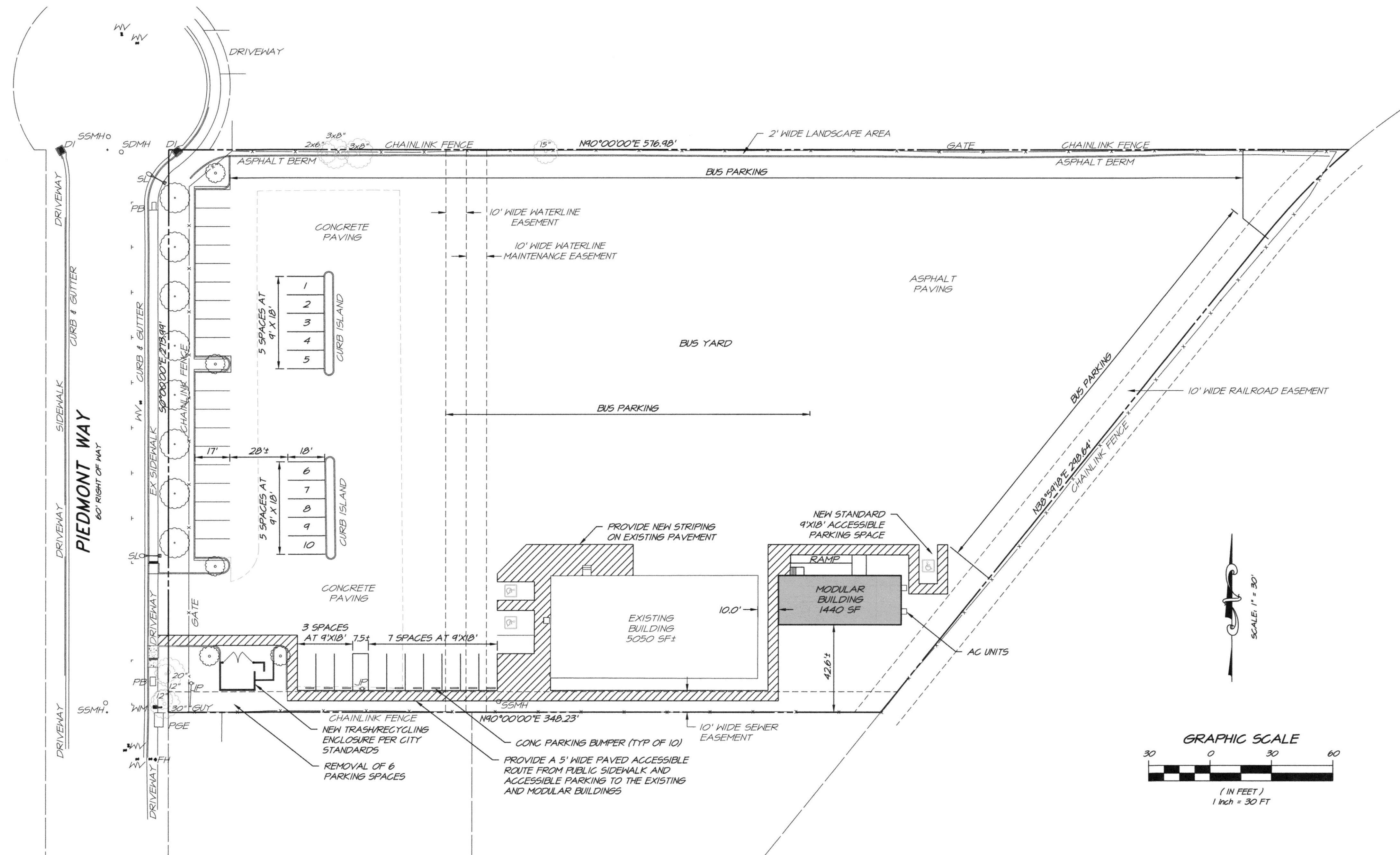


CCC Housing Authority



City_Limit





VICINITY MAP

SITE SUMMARY

ADDRESS:	2121 PIEDMONT WAY PITTSBURG, CA
APN:	088-240-006
ZONING:	INDUSTRIAL PARK (IP)
LAND USE:	COMMERCIAL/PERSONAL TRANSPORT SERVICES (SCHOOL BUS TRANSPORT)
SITE AREA:	2.89 ACRES
BUILDING AREA:	5,050 SF (EXISTING) 1,440 SF (MODULAR) 6,490 SF (TOTAL)
LOT COVERAGE:	5.1 %
FLOOR AREA RATIO:	0.05
LANDSCAPE COVERAGE:	4.0 % (5,087 SF)
REQUIRED PARKING:	13 SPACES
PROVIDED PARKING:	40 STD. SPACES 2 STD. ACCESSIBLE 1 VAN ACCESSIBLE 10 STD. SPACES (NEW) 43 TOTAL

NOTES:

- DIMENSIONS & DESIGN OF THE MODULAR BUILDING WITH RAMP OBTAINED FROM MOBILE MODULAR.
- FRONTAGE IMPROVEMENT DESIGN OBTAINED FROM T.H. NORTON LANDSCAPE ARCHITECTS & CULLEN-SHERRY & ASSOCIATES INC. CIVIL ENGINEERS.
- ALL WORK SHALL COMPLY WITH 2016 CALIFORNIA BUILDING STANDARDS CODE, TITLE 24 & 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN.
- DISCLAIMER: THE DRAWINGS ARE PRELIMINARY AND NOT FOR CONSTRUCTION.



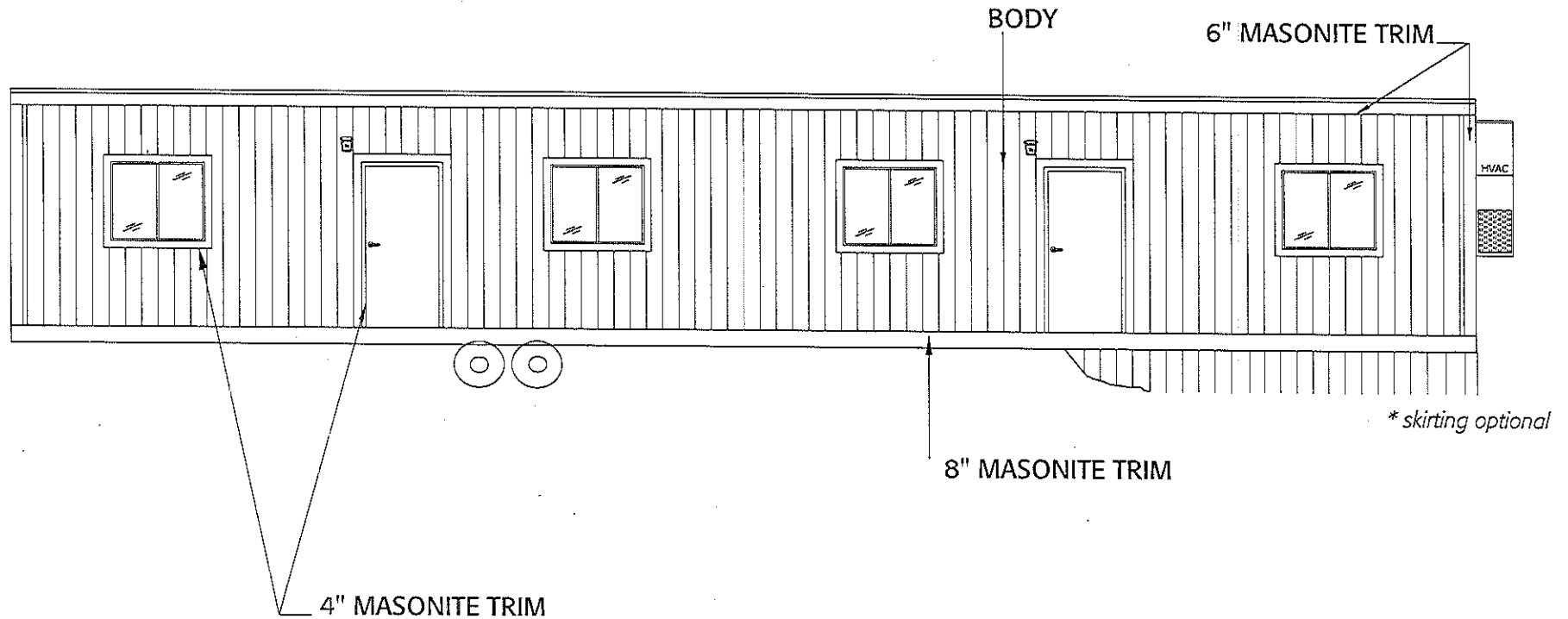
2121 Piedmont Way

Addition of Modular Building

Preliminary Site Plan

May 31, 2017

Elevation



GENERAL OFFICE
24' x 60'
(1440 Sq. Ft.)

MOBILE MODULAR

5700 Las Positas Rd.

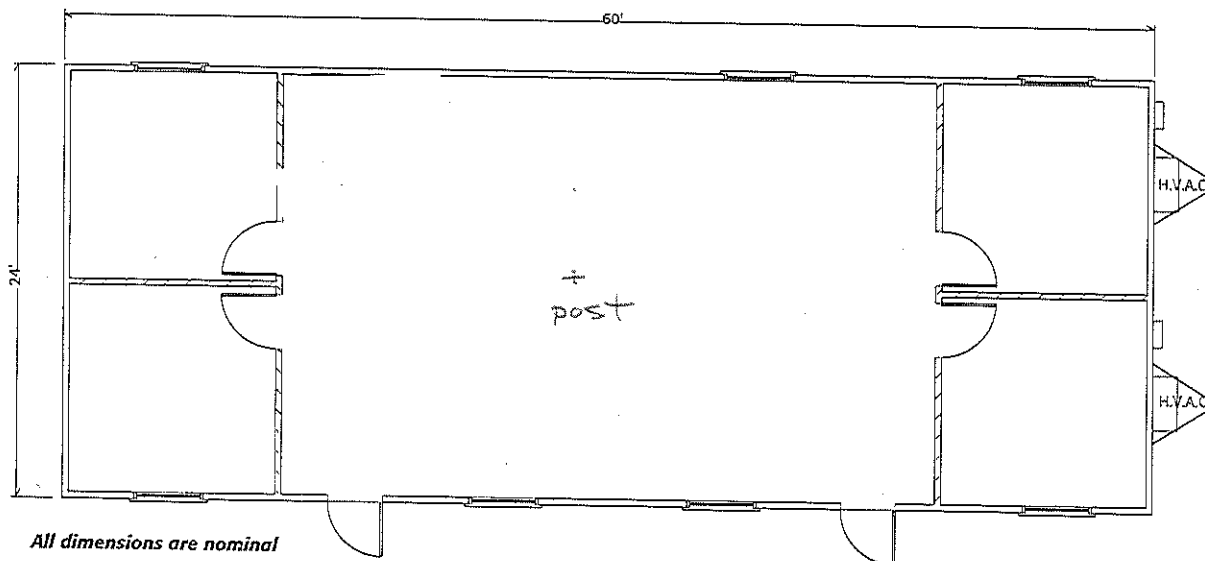
Livermore, CA 94551

Phone: 925.606.9000

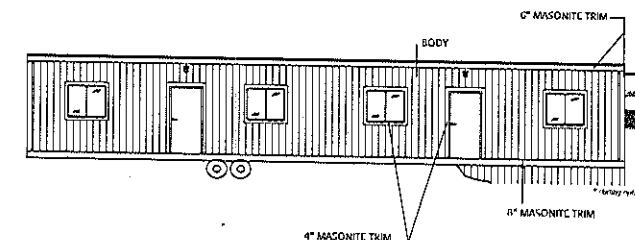
Fax: 925.453.3201

Toll Free: 800.944.3442

www.MobileModularRents.com



All dimensions are nominal



Size:

- 60' Long Box (excluding 3' hitch)
- 24' Wide
- 8' Ceiling Height

Interior Finish:

- Paneled Interior Walls
- Vinyl Tile Floor (Carpet Optional)
- 2' x 4' T-Grid Suspended Ceiling

Exterior Finish:

- 8" Groove Siding with Masonite Trim

Windows & Doors:

- 46" x 39" Horizontal Sliders
- Deadbolt Locks
- Vinyl Clad Metal Exterior Doors

Roof:

- 26 Gauge Metal Roof

Heating & Cooling:

- Exterior Mounted Heating & Air Conditioning
- Roof, Exterior Wall & Subfloor Insulation

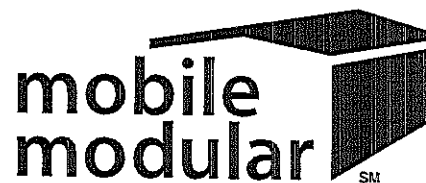
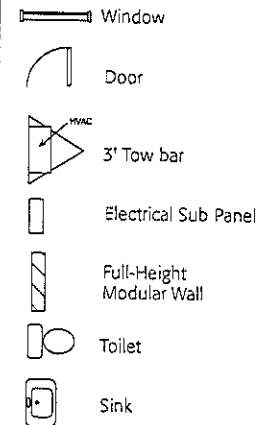
Electric:

- Exterior Lighting with Independent Switch
- Recessed Fluorescent Lights
- 125 amp Panel Box
- Duplex Receptacles along Interior Walls

Options:

- Furniture
- Handicap Ramp
- Security Bars & Screens
- Mini Blinds
- Metal Stairs
- Custom Exterior Paint
- Skirting
- Seismic Restraint System
- Restroom
- Casework
- Upgraded Interior Finish
- Customized Interior Configurations

LEGEND



Your Project - Our Commitment

GENERAL OFFICE

24' x 60'

(1440 Sq. Ft.)

MOBILE MODULAR

5700 Las Positas Rd.

Livermore, CA 94551

Phone: 925.606.9000

Fax: 925.453.3201

Toll Free: 800.944.3442

www.MobileModularRents.com

TMP SERVICES
2929 KANSAS AVE.
RIVERSIDE, CA 92507
(951) 213-3900 FAX (951) 213-3997

ACCESSIBLE RAMPS/LANDINGS/STAIRS

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STRUCTURAL ENGINEERS, INC.

4081 RIVERSIDE DRIVE, SUITE 114
CHINO, CALIFORNIA 91710

MEMBER
STRUCTURAL ENGINEERS
ASSOCIATION OF CALIFORNIA

AMERICAN CONCRETE
INSTITUTE

(909) 613-0234
Fax(909) 613-0238

NOTES:

- LOADS:
- 1. RAMP LIVE LOAD = 100 PSF
 - 2. NO SNOW LOADING
 - 3. NO FLOOD LOADING
 - 4. WIND:
WIND SPEED = 120 MPH
RISK CATEGORY = II
EXPOSURE = C
K_z = 1.0
WIND DESIGN PER ASCE 7-10 CHAPTER 29
 - 5. SEISMIC:
RISK CATEGORY = II
I_e = 1.0
S_s = 3.73
S₁ = 1.30
SITE CLASS = D
S_{DS} = 2.487
C_s = 0.9332 (ASCE 7-10 EQUATION 15.4-2)
R = 3.25 (ASCE 7-10 TABLE 15.4-1)

6. ALLOWABLE SOIL BEARING = 1000 PSF

CODES:

- 2016 CALIFORNIA ADMINISTRATIVE CODE (CAC)....(PART 1, TITLE 24, CCR)
2016 CALIFORNIA BUILDING CODE (CBC), VOLUMES 1 AND 2 (PART 2, TITLE 24, CCR) (2012 EDITION INTERNATIONAL BUILDING CODE WITH 2016 CALIFORNIA AMENDMENTS)
2016 CALIFORNIA FIRE CODE (CFC), (PART 9, TITLE 24, CCR) (2015 EDITION INTERNATIONAL FIRE CODE WITH 2013 CALIFORNIA AMENDMENTS)
2016 CALIFORNIA GREEN CODE (CFC), (PART 9, TITLE 24, CCR)
2016 CALIFORNIA REFERENCED CODE, (PART 12, TITLE 24, CCR)
NFPA 13 2016
NFPA 72 2016
2016 CODE SECTIONS FOR APPLICABLE STANDARDS
2016 CBC, CHAPTER 35
2016 CFC, CHAPTER 45

TABLE OF CONTENTS			
Sheet No	Description	Dated	Revised
1	COVER SHEET	01 FEB. 2017	
2	ACCESSIBLE RAMP ELEVATIONS & DETAILS	01 FEB. 2017	
3	ACCESSIBLE RAMP DETAILS & NOTES	01 FEB. 2017	
4	DETAILS & NOTES	01 FEB. 2017	
5	ACCESSIBLE RAMP SWITCH BACK DETAILS	01 FEB. 2017	
6	STAIRS - OPTIONAL	01 FEB. 2017	
7	ACCESSIBLE RAMP OPTIONAL ALUMINUM DECK	01 FEB. 2017	
8	ACCESSIBLE RAMP ELEVATIONS & PLAN VIEWS	01 FEB. 2017	

ALTERNATE PLANK RAMP/LANDINGS			
Sheet No	Description	Dated	Revised
1A	COVER SHEET	01 FEB. 2017	
2A	ACCESSIBLE RAMP ELEVATIONS & DETAILS	01 FEB. 2017	
3A	ACCESSIBLE RAMP DETAILS & NOTES	01 FEB. 2017	
4A	DETAILS & NOTES	01 FEB. 2017	
5A	ACCESSIBLE RAMP SWITCH BACK DETAILS	01 FEB. 2017	
6A	STAIRS - OPTIONAL	01 FEB. 2017	
7A	ACCESSIBLE RAMP OPTIONAL ALUMINUM DECK	01 FEB. 2017	
8A	ACCESSIBLE RAMP ELEVATIONS & PLAN VIEWS	01 FEB. 2017	

REVISIONS	BY



DATE SIGNED
FEB 06 2017

COVER SHEET

TMP SERVICES
2929 KANSAS AVE.
RIVERSIDE, CA 92507
PHONE: (951) 213-3900
FAX: (951) 213-3997

SITE:

STATE OF CALIFORNIA

DRAWN

CHECKED

DATE
01 FEB. 2017

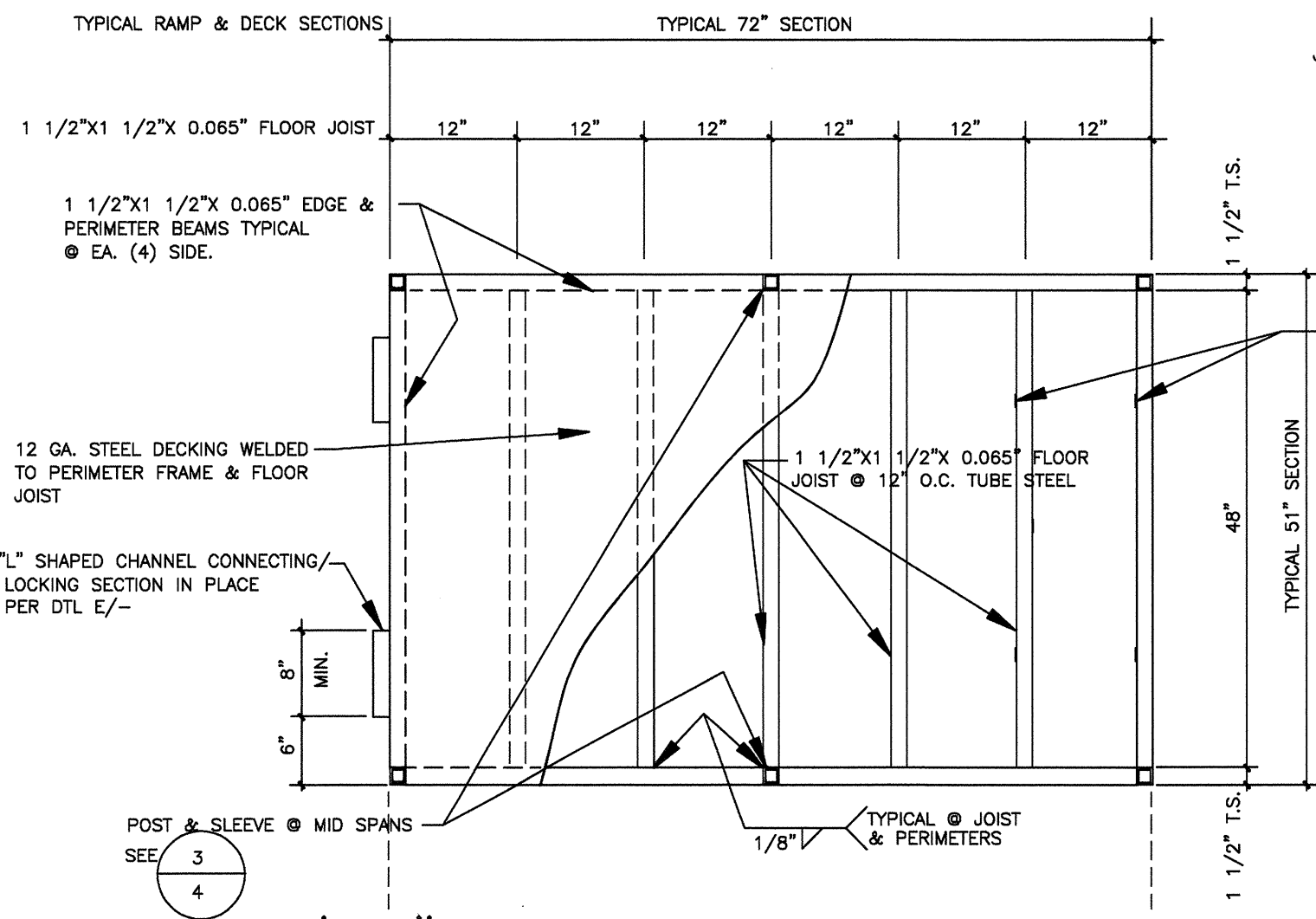
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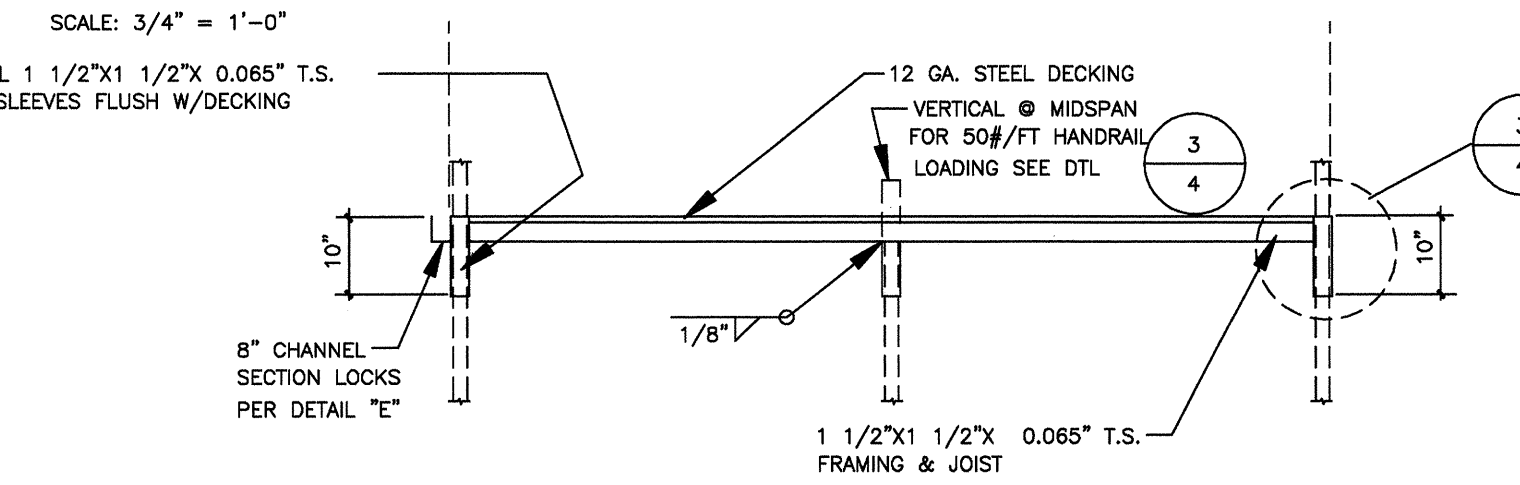
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OF 8 SHEETS

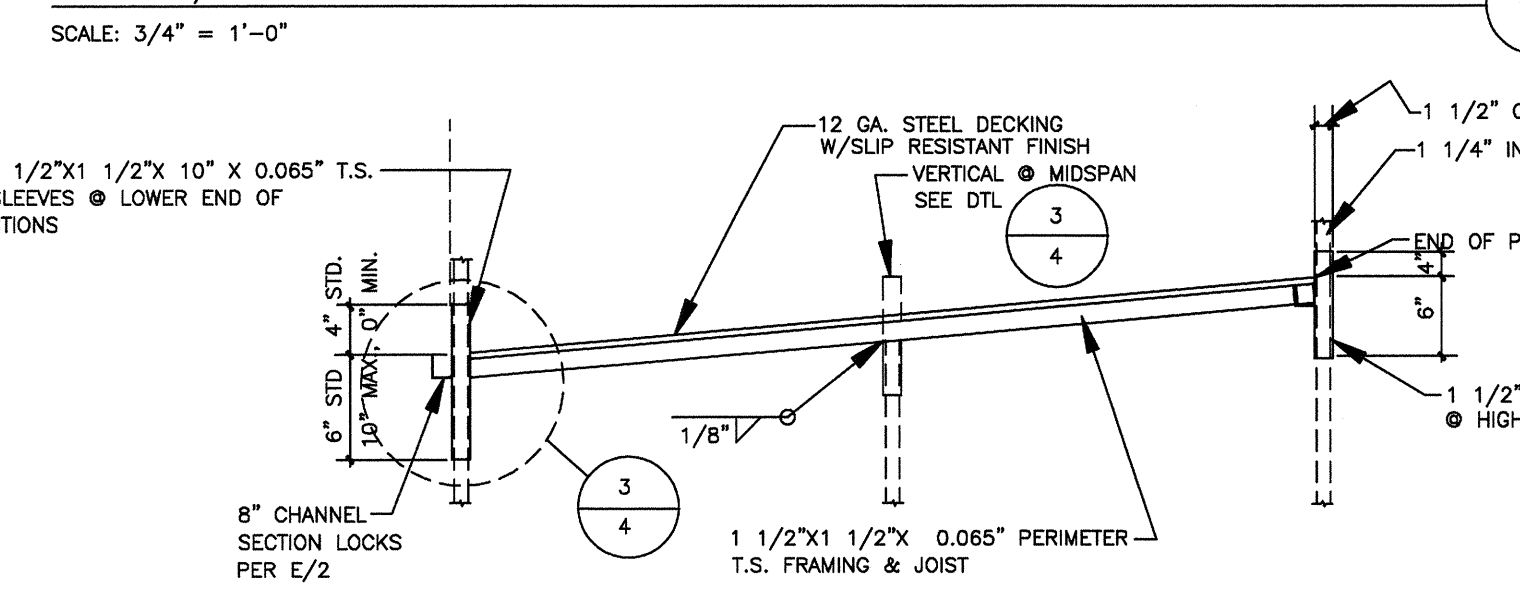
TMP MOD 2013 STEEL SHEET ZUNG



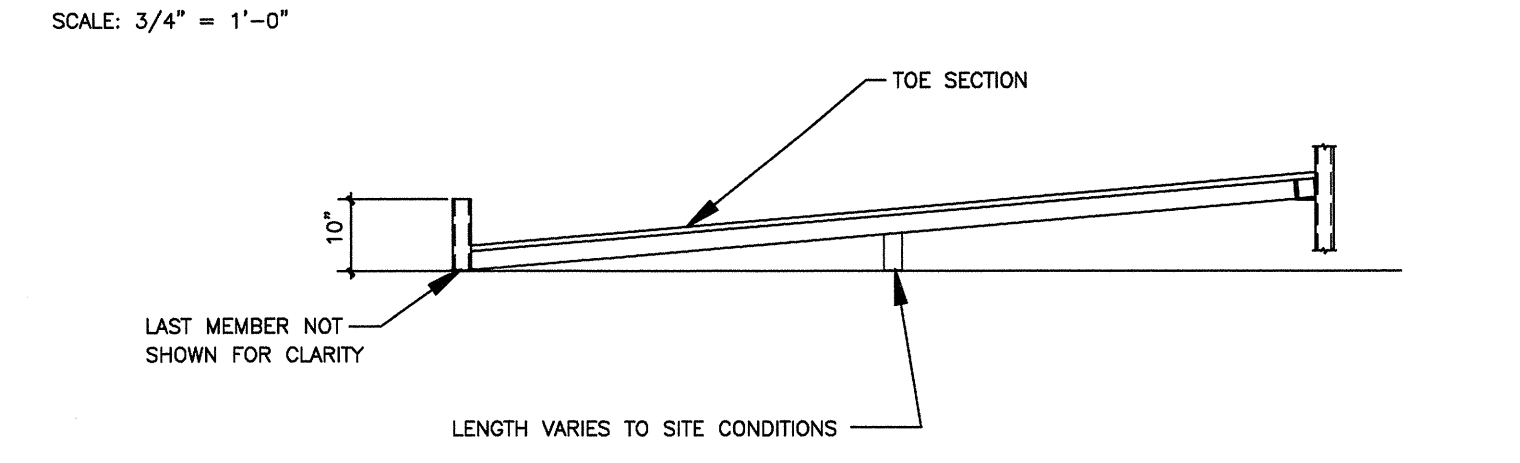
TYPICAL 6'-0" RAMP SECTION PLAN VIEW



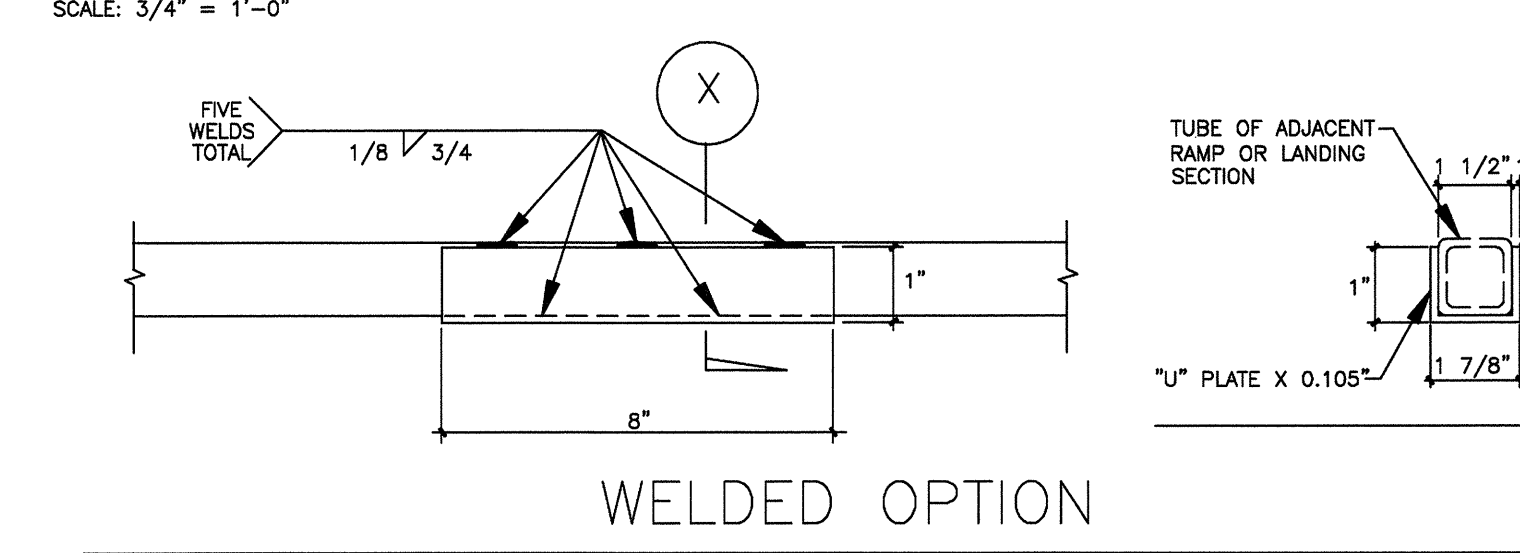
SIDE/END VIEW OF LEVEL DECK SECTION



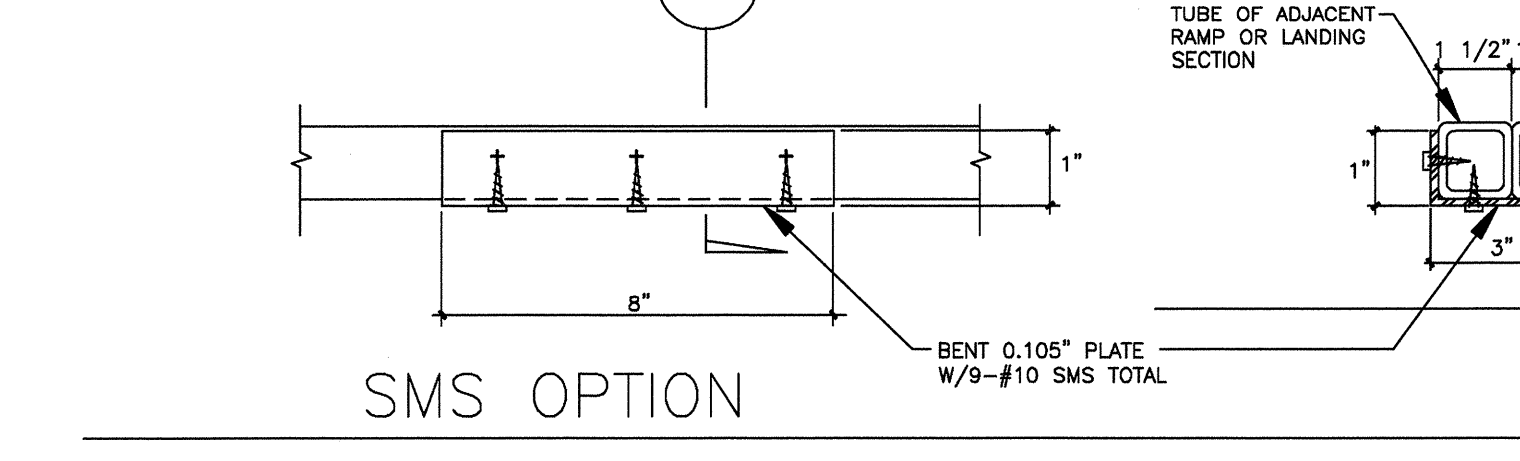
SIDE VIEW OF SLOPING RAMP SECTION TYPICAL



TOE SECTION

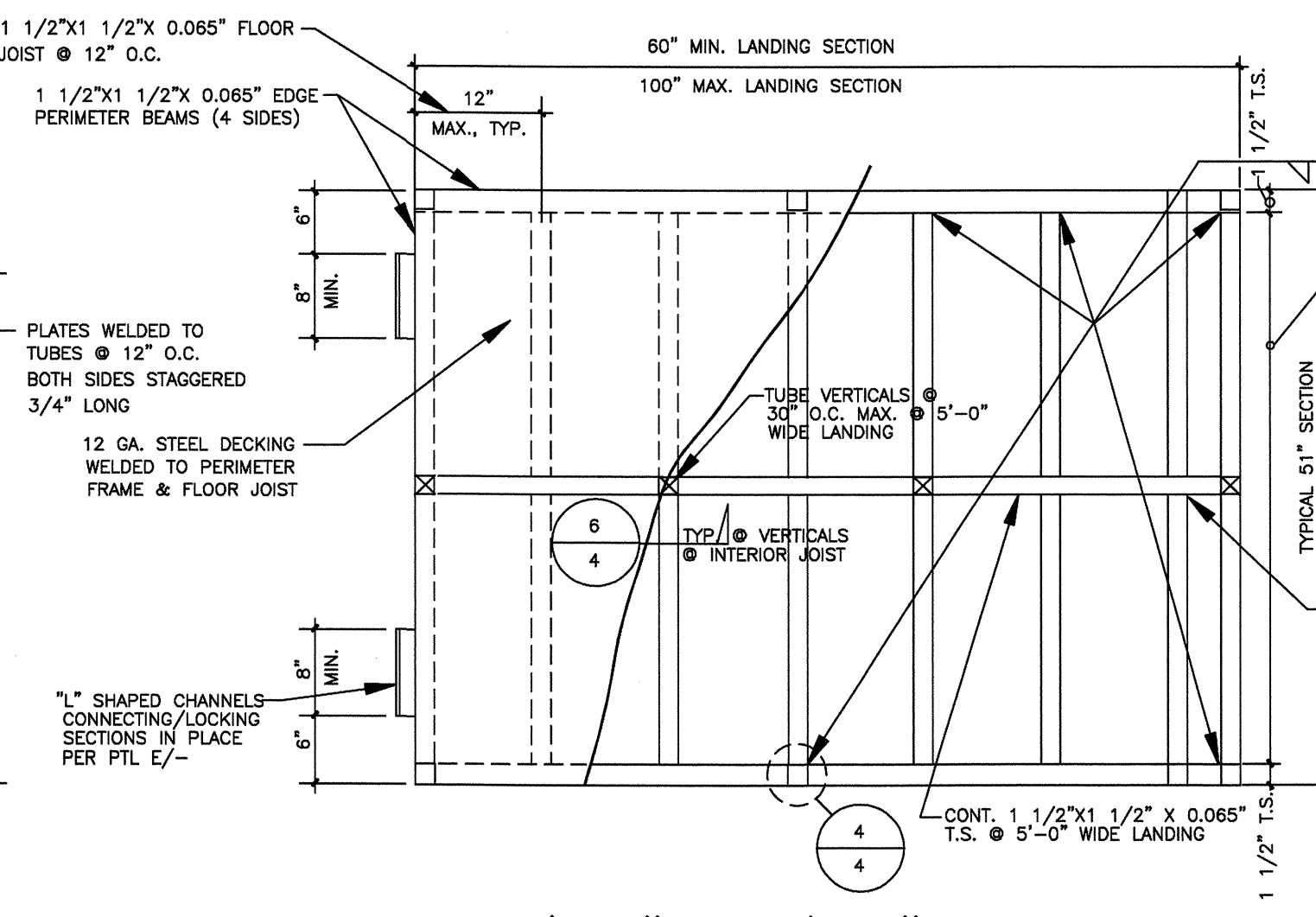


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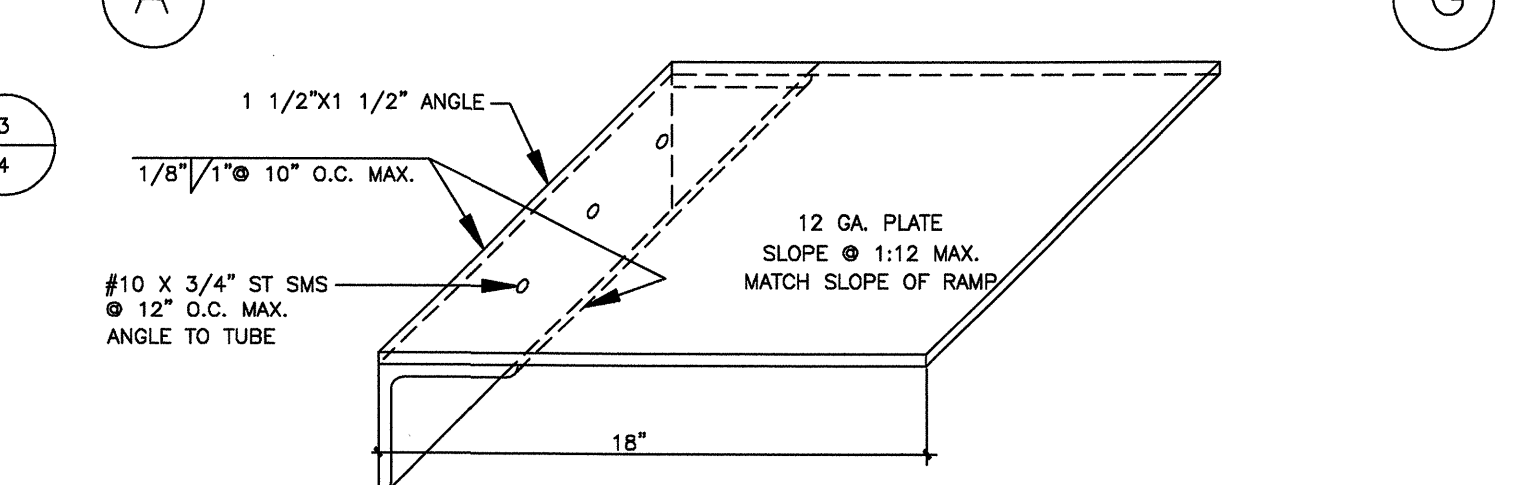


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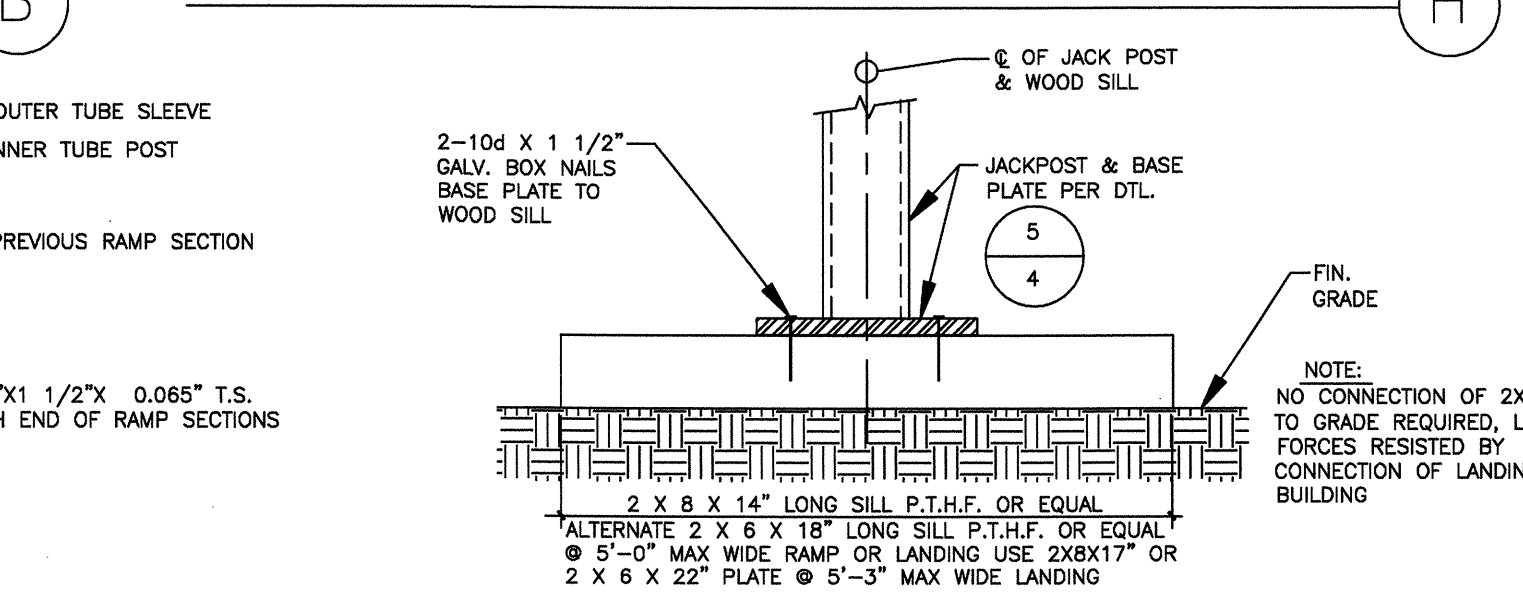
8" CHANNEL SECTION



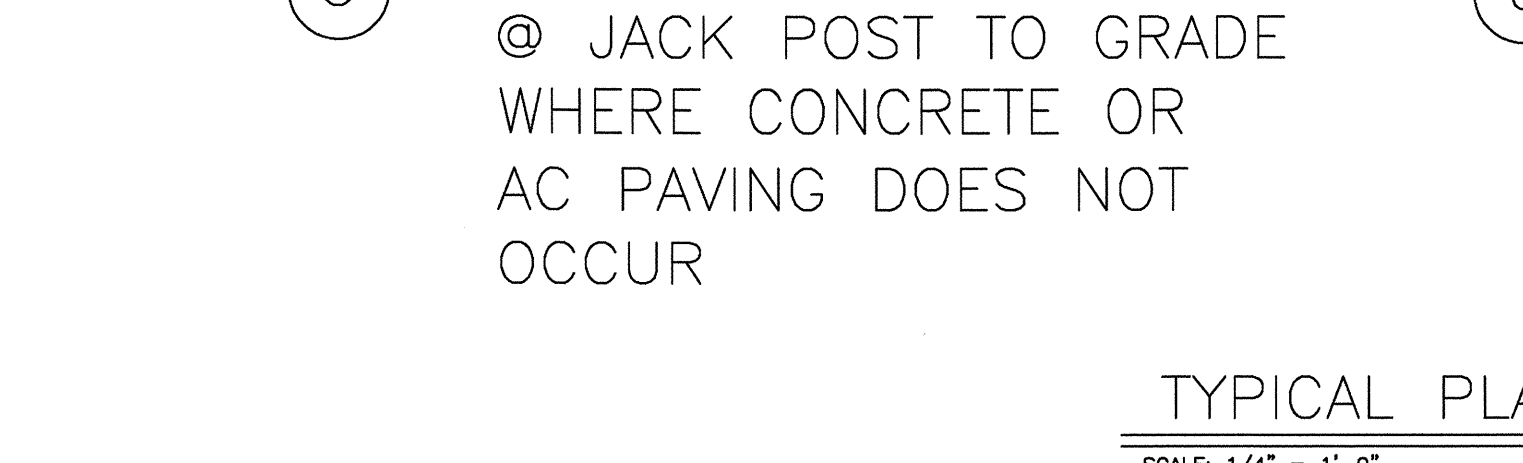
TYPICAL 7'-0" X 5'-0" LANDING



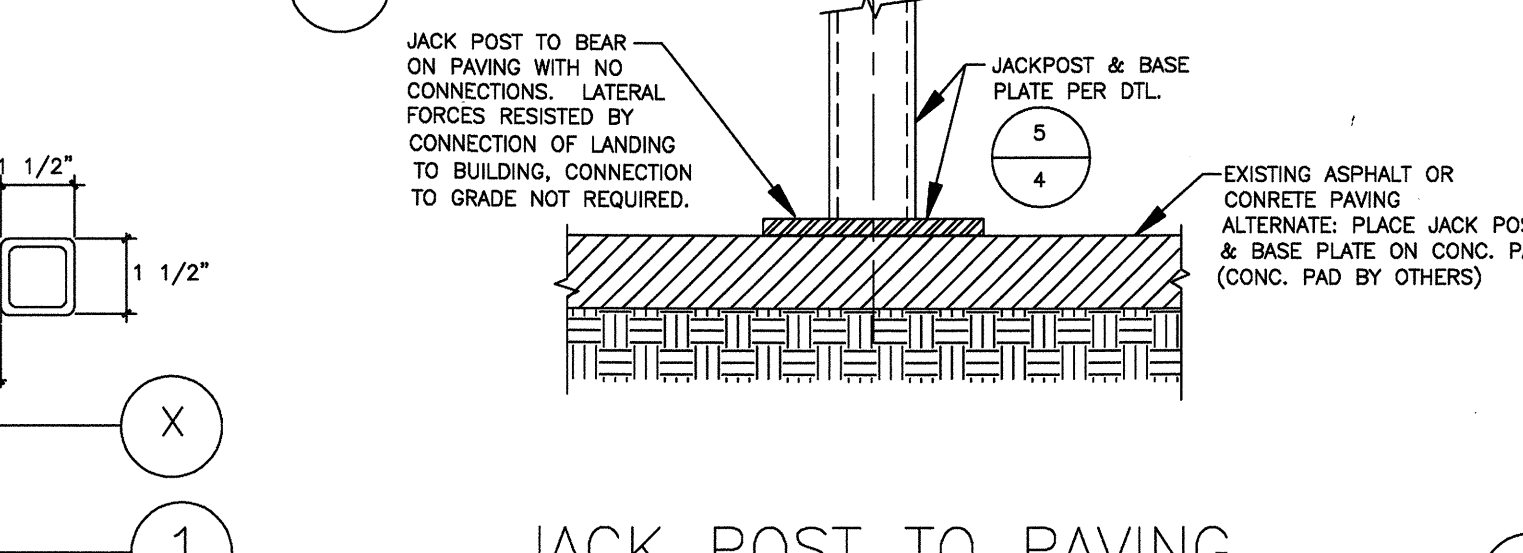
OPTIONAL TOE PLATE



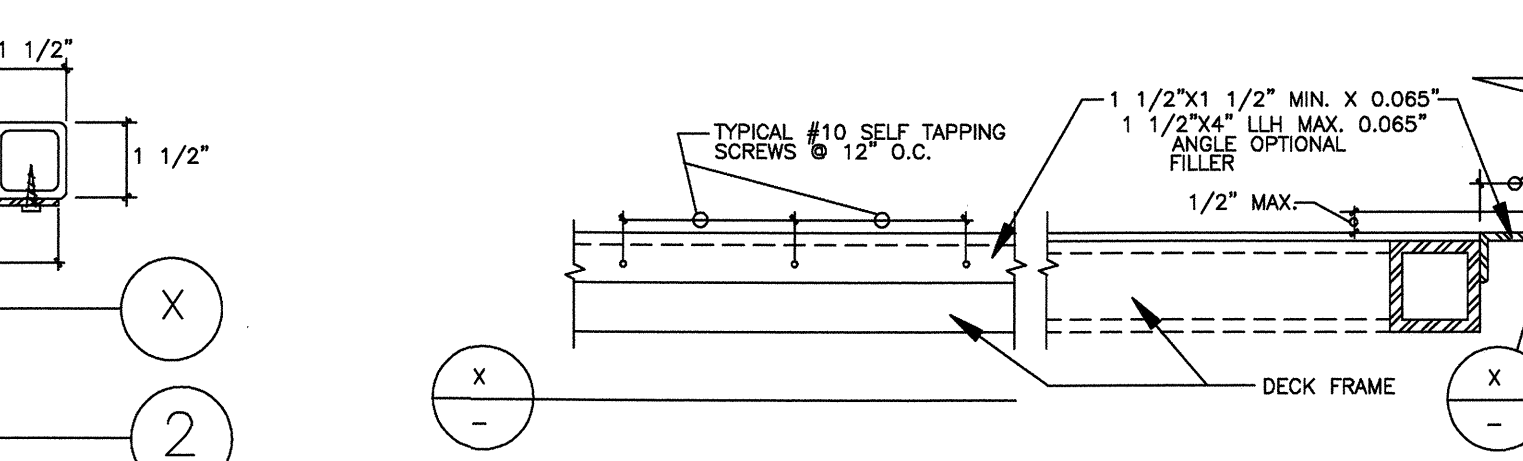
ALTERNATE WOOD SILLS @ JACK POST TO GRADE WHERE CONCRETE OR AC PAVING DOES NOT OCCUR



TOE SECTION

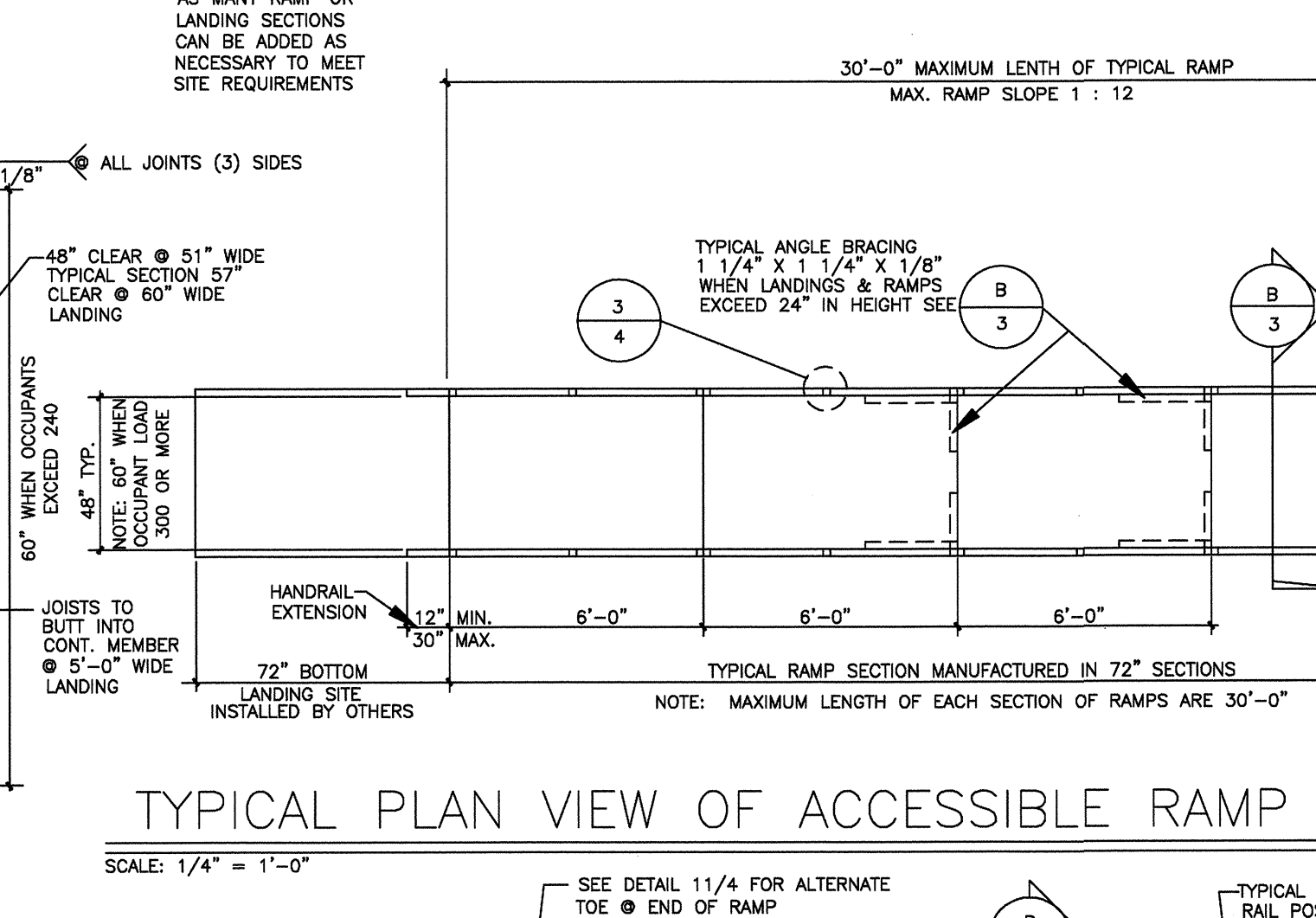


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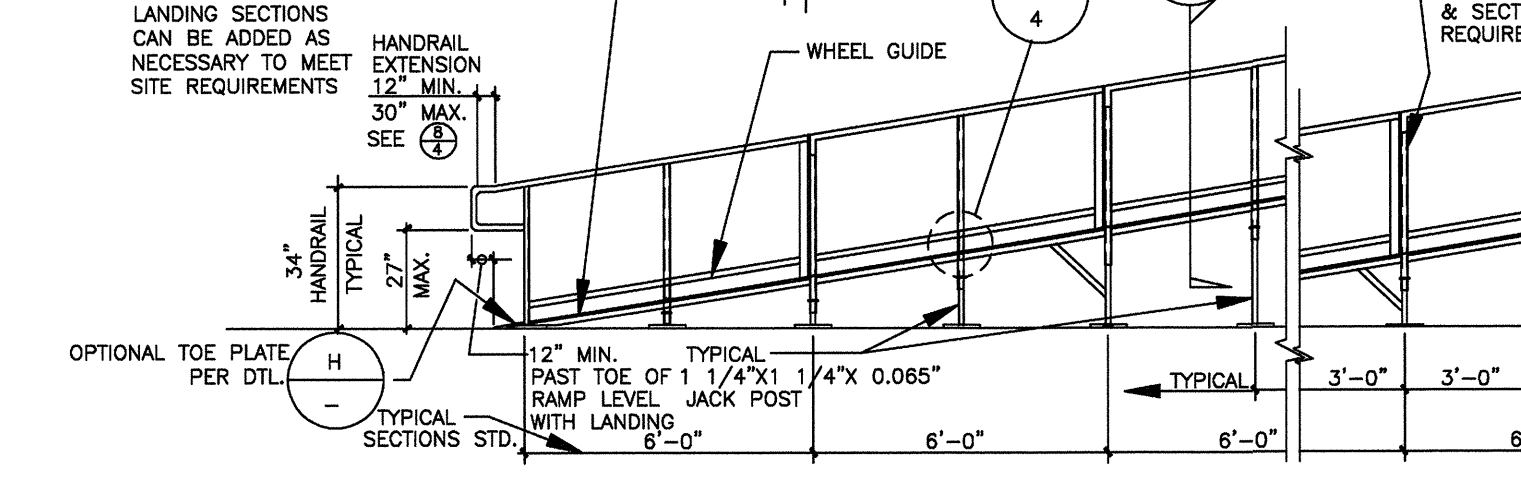


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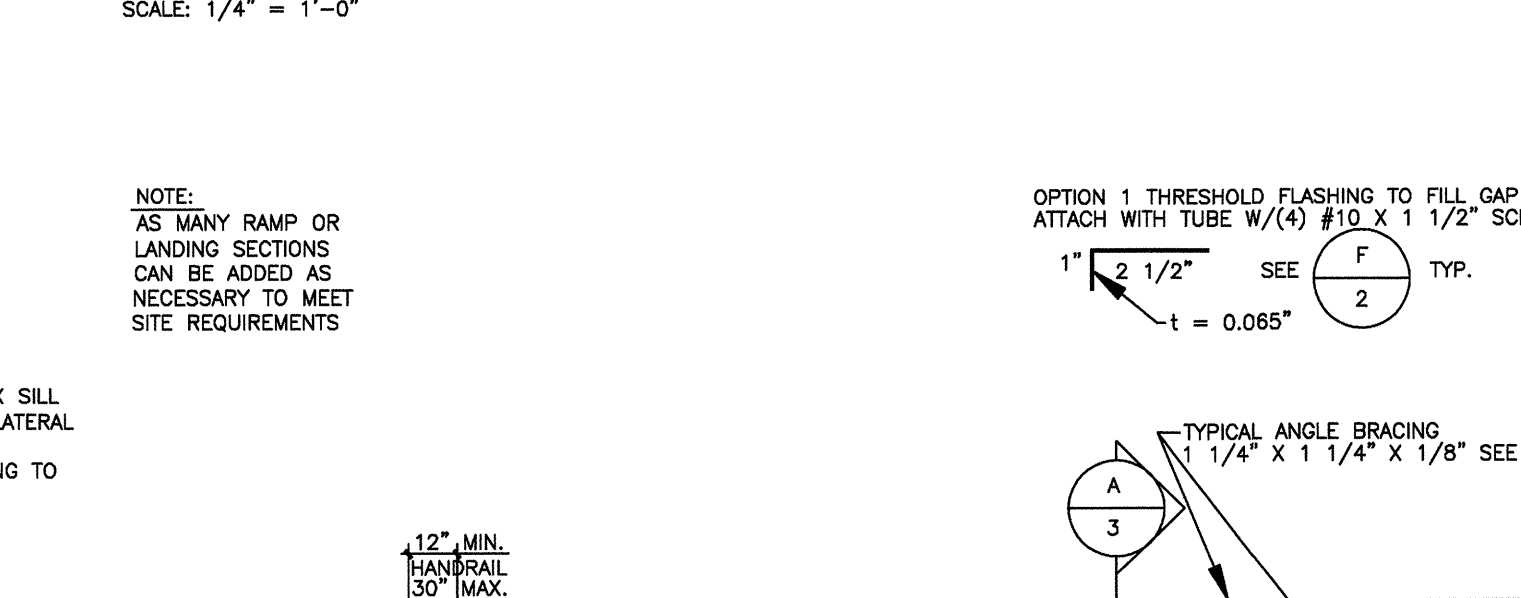
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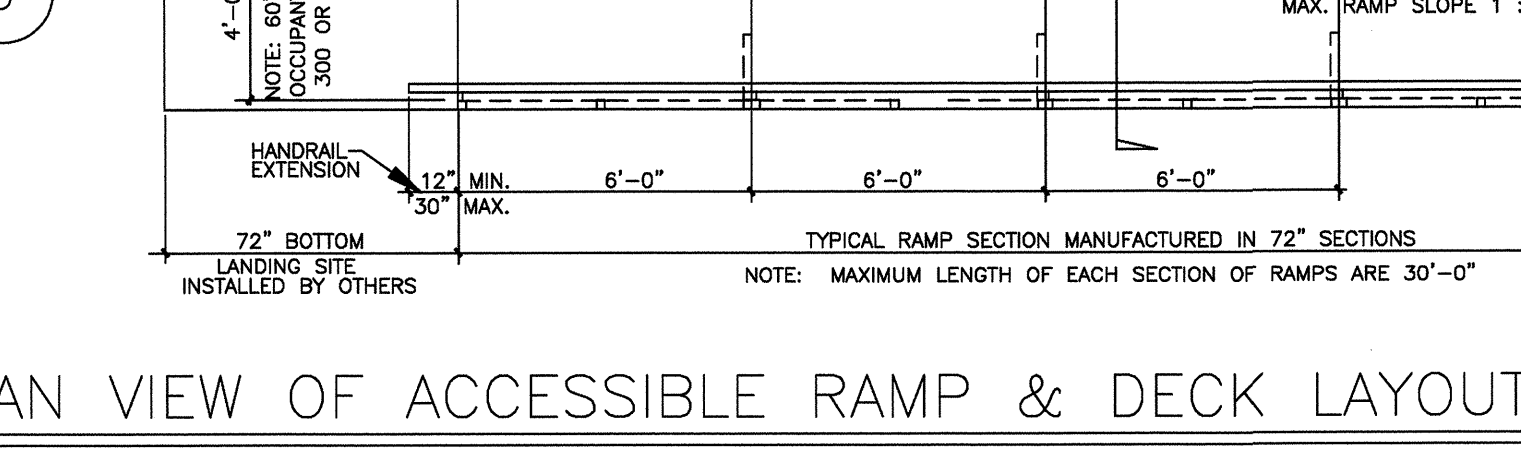
TYPICAL PLAN VIEW OF ACCESSIBLE RAMP & DECK LAYOUT



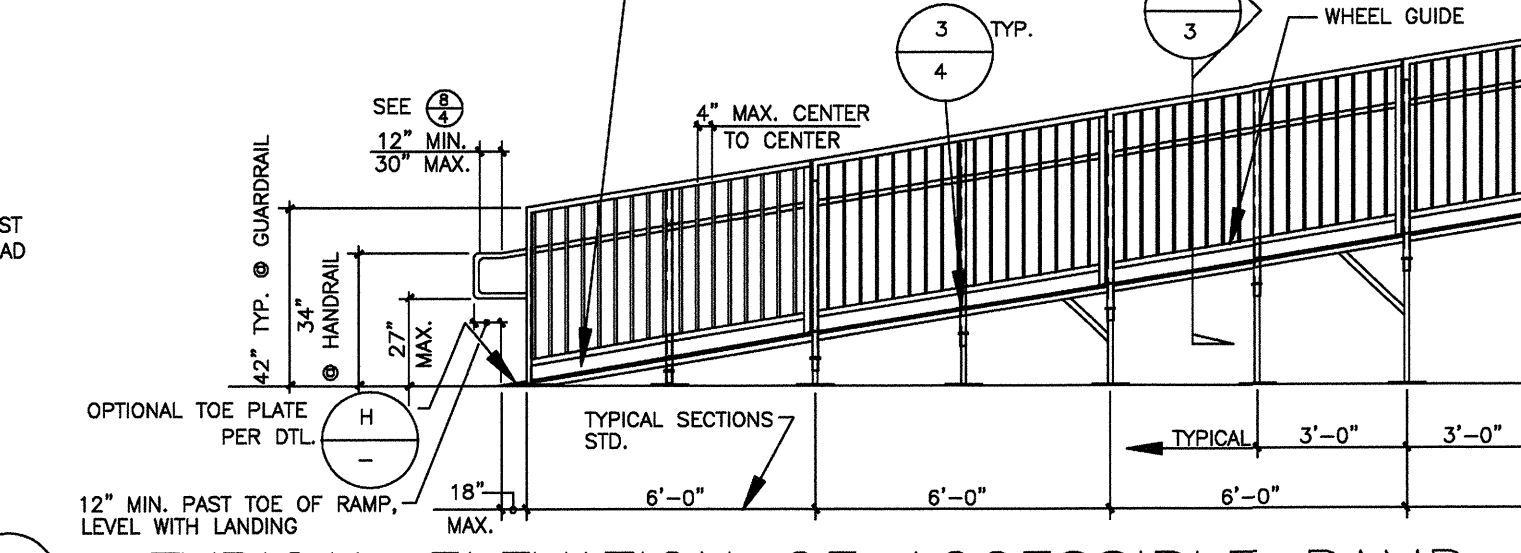
TYPICAL ELEVATION OF ACCESSIBLE RAMP & DECKING 30" OR LESS



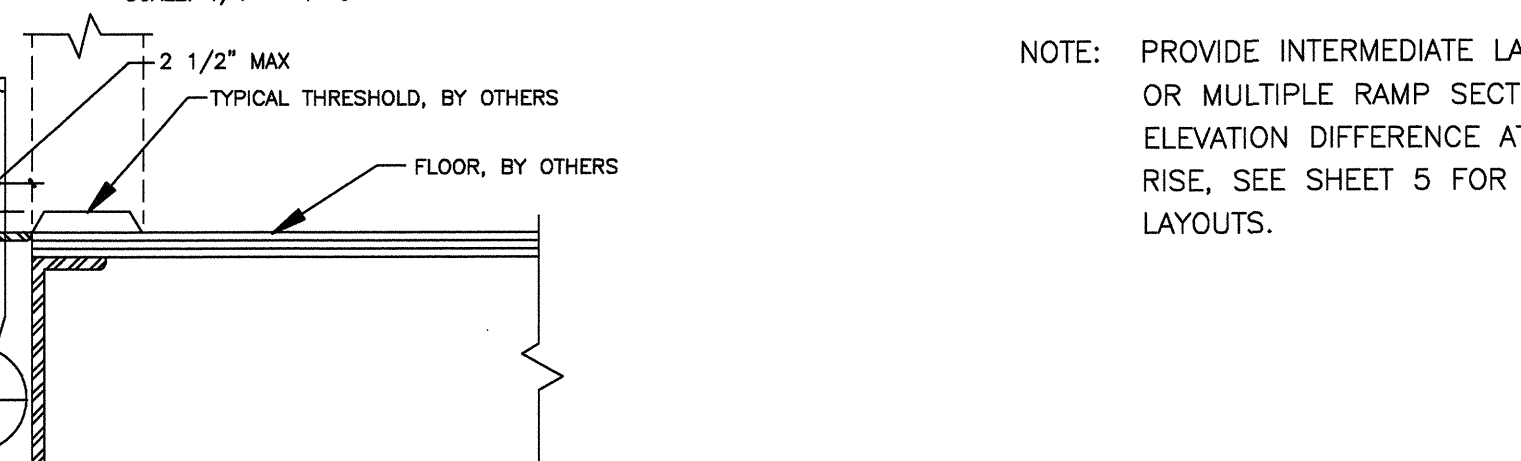
TYPICAL PLAN VIEW OF ACCESSIBLE RAMP & DECK LAYOUT OVER 30" DESIGN



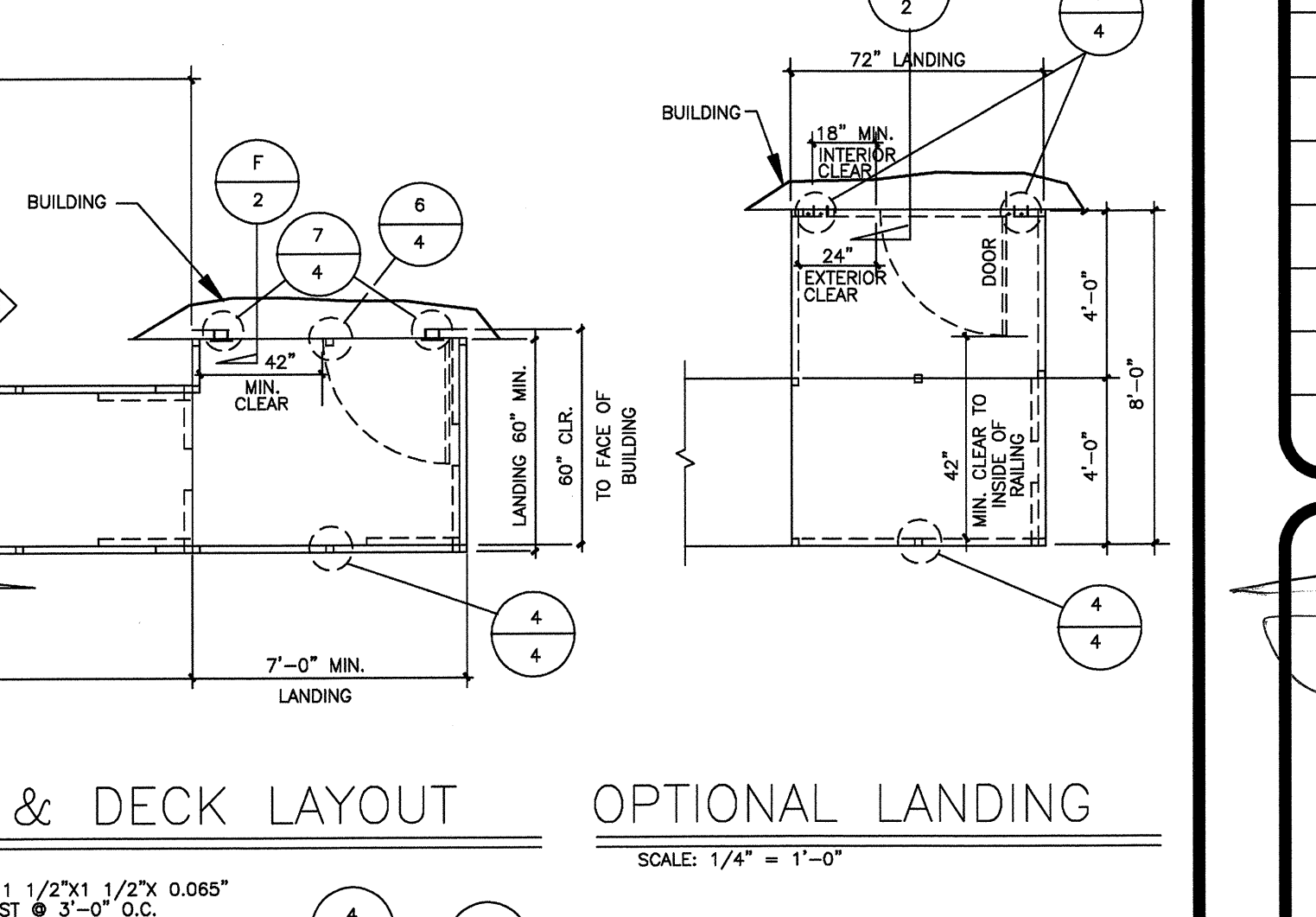
TYPICAL ELEVATION OF ACCESSIBLE RAMP & DECKING



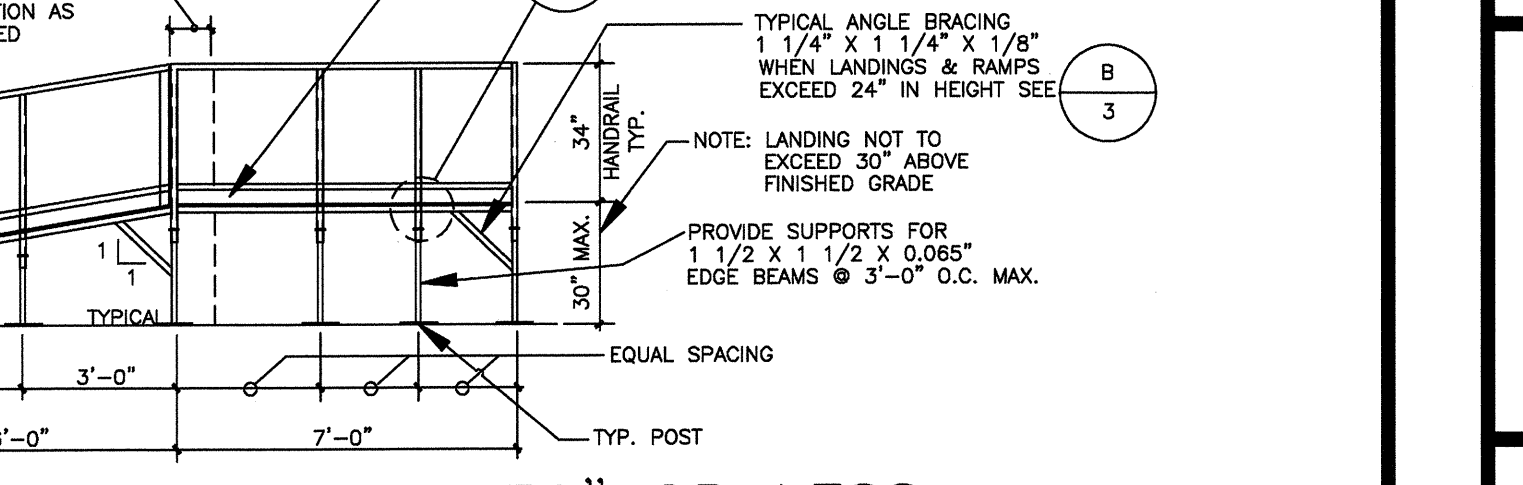
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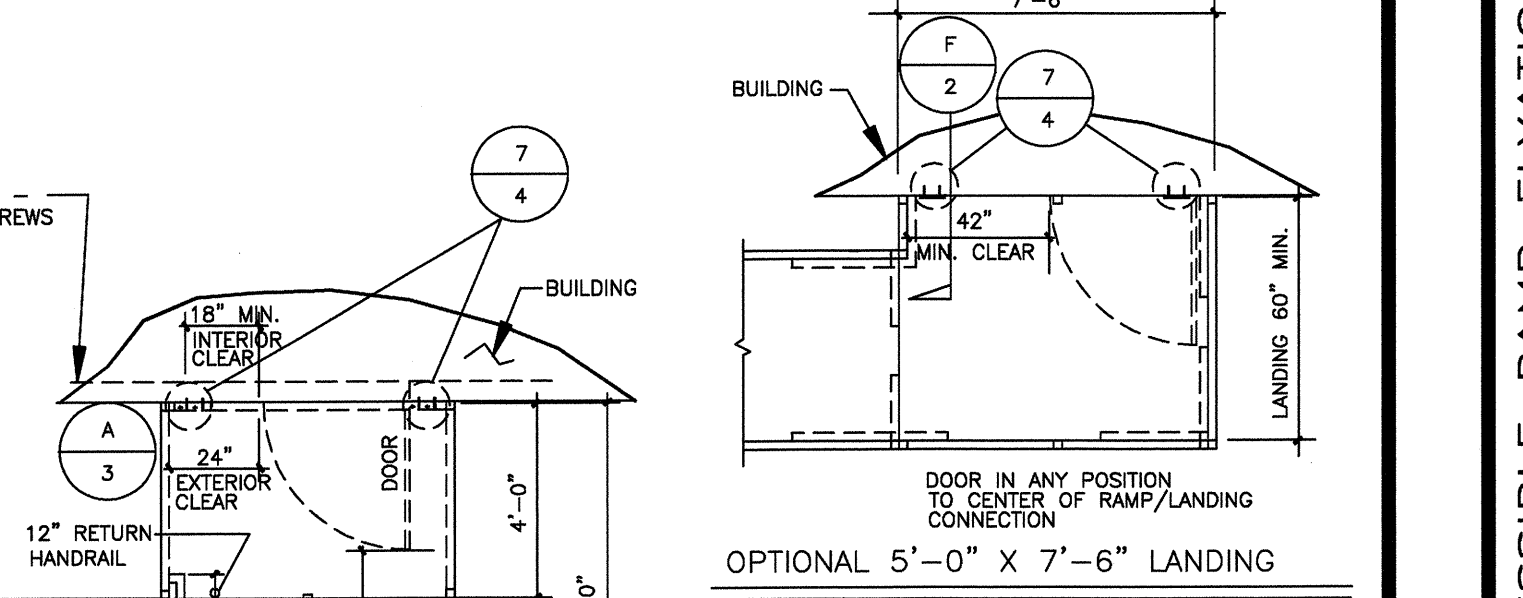
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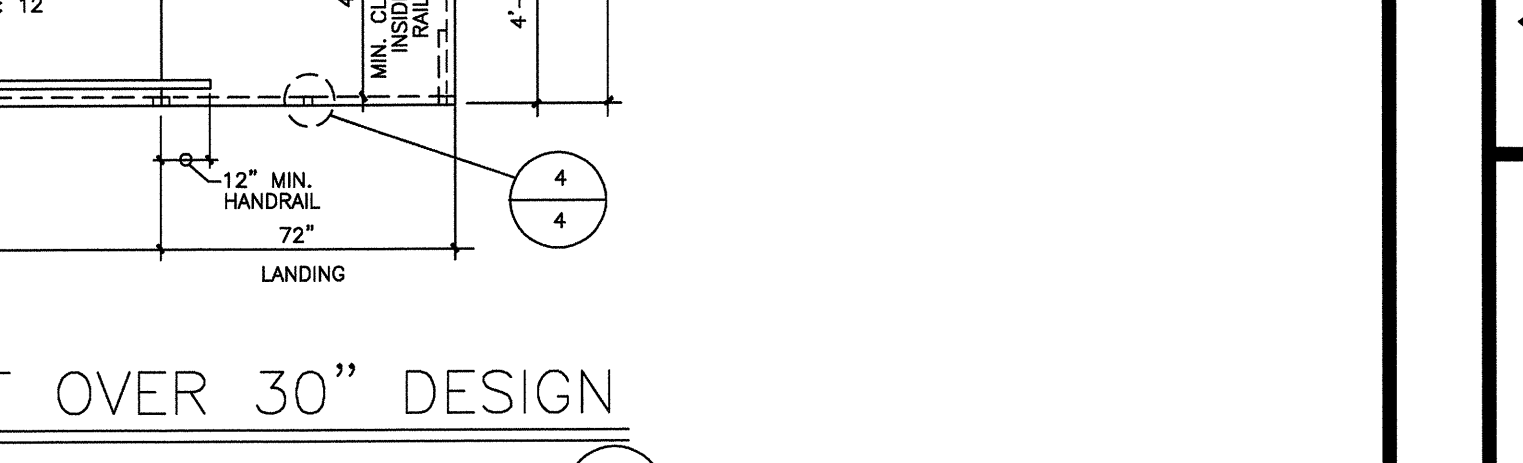
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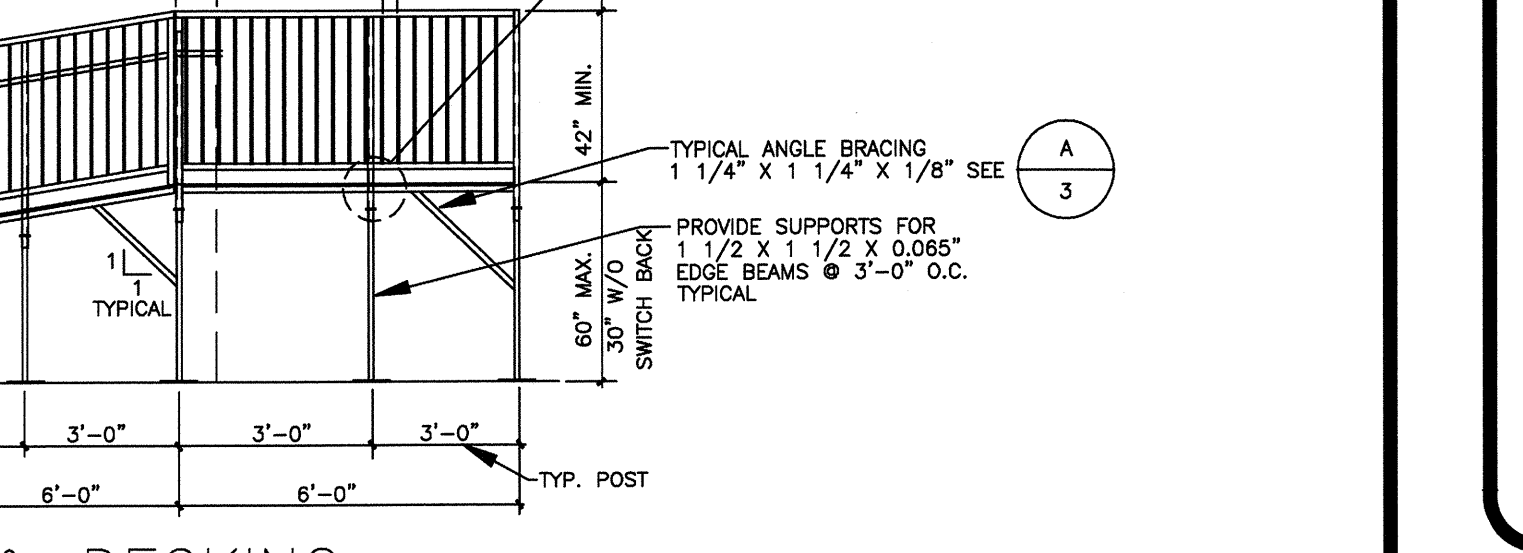
TYPICAL ELEVATION OF ACCESSIBLE RAMP & DECKING 30" OR LESS



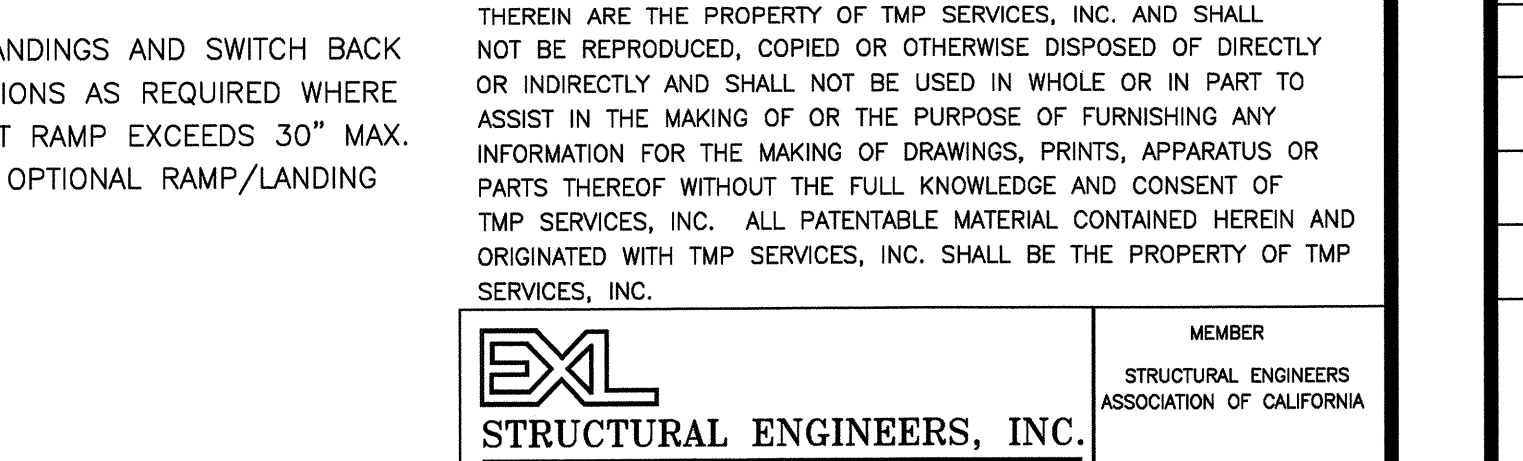
TYPICAL PLAN VIEW OF ACCESSIBLE RAMP & DECK LAYOUT OVER 30" DESIGN



TYPICAL ELEVATION OF ACCESSIBLE RAMP & DECKING



JACK POST TO PAVING



FILLER DETAIL

8" CHANNEL SECTION

REVISIONS		BY

DATE SIGNED
FEB 06 2017

ACCESSIBLE RAMP ELEVATIONS & DETAILS

TMP SERVICES
2929 KANSAS AVE.
RIVERSIDE, CA 92507
PHONE: (951)213-3900
FAX: (951)213-3997

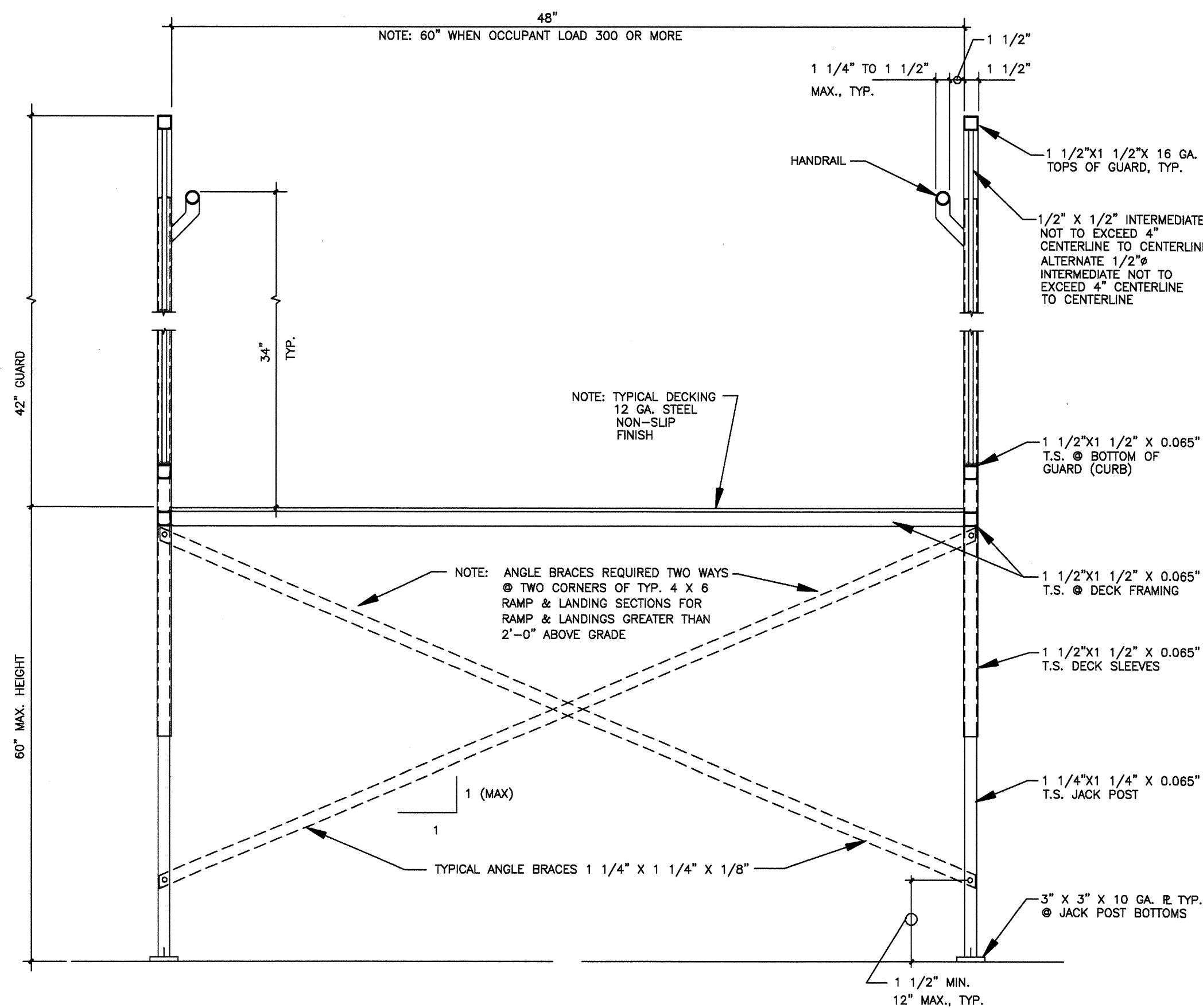
SITE:

STATE OF CALIFORNIA

DRAWN	
CHECKED	DATE
	01 FEB. 2017
	SCALE
	JOB NO.

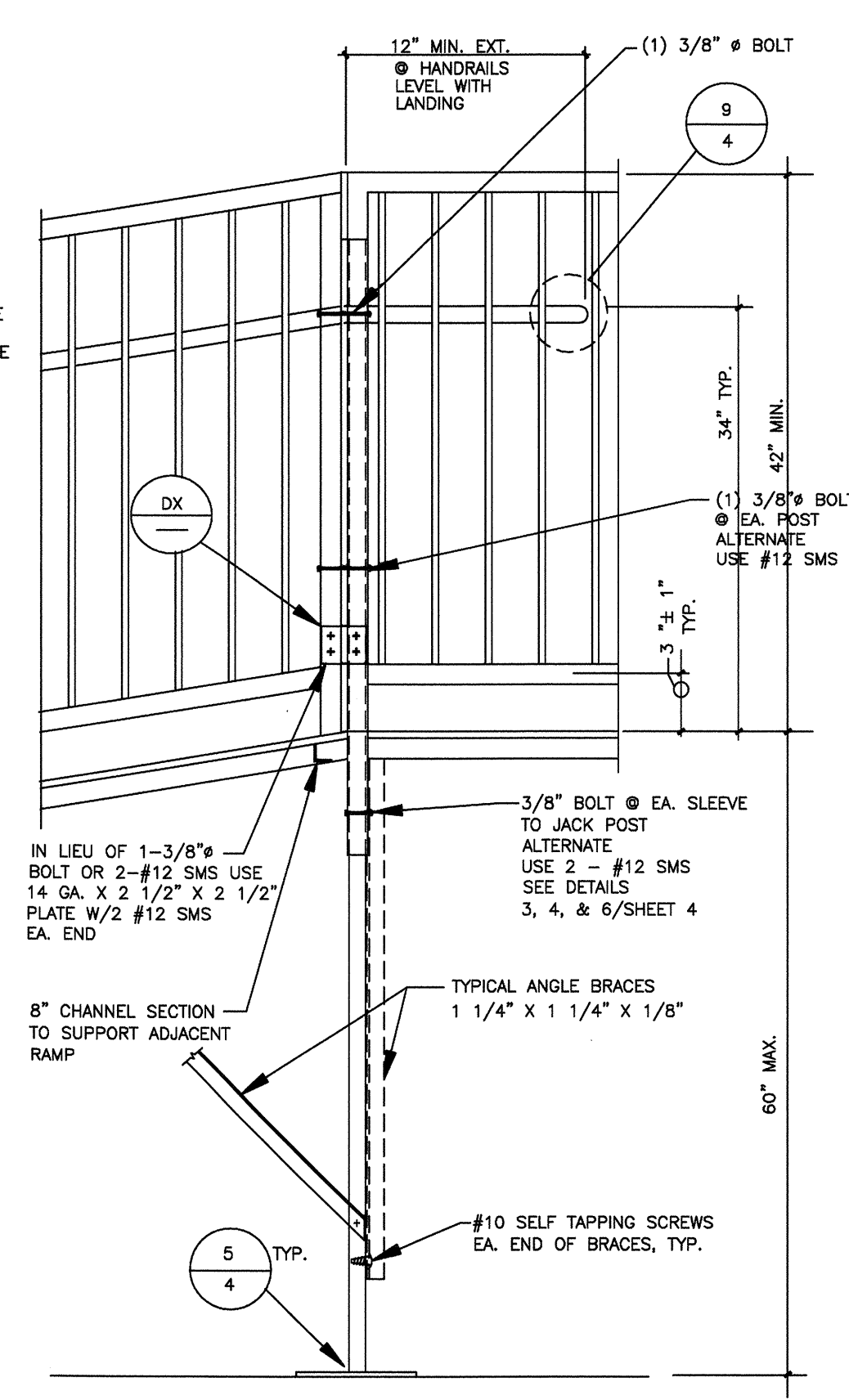
OF 8 SHEETS

2



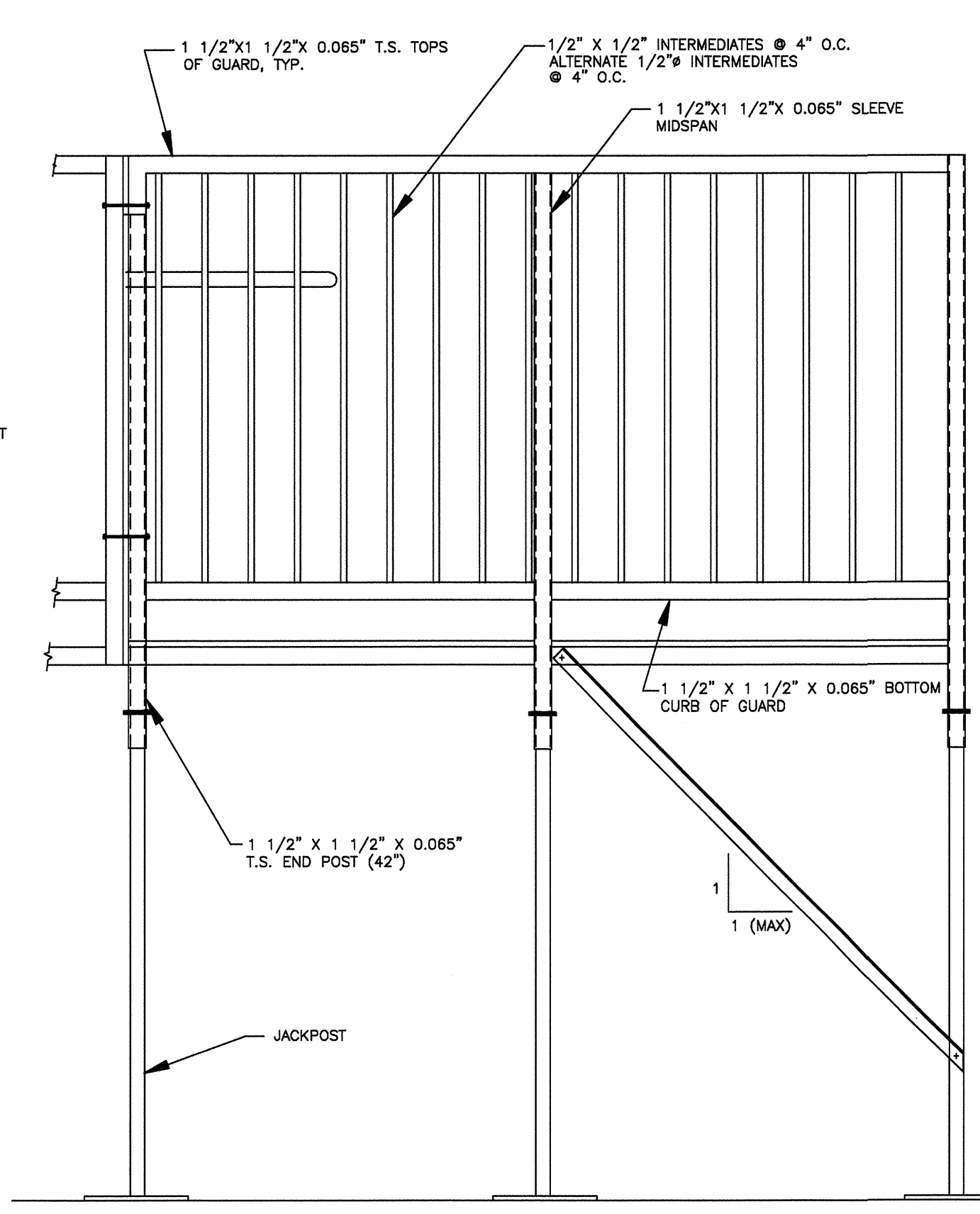
A TYPICAL CROSS SECTIONS +30''

SCALE: 1" = 1'-0"



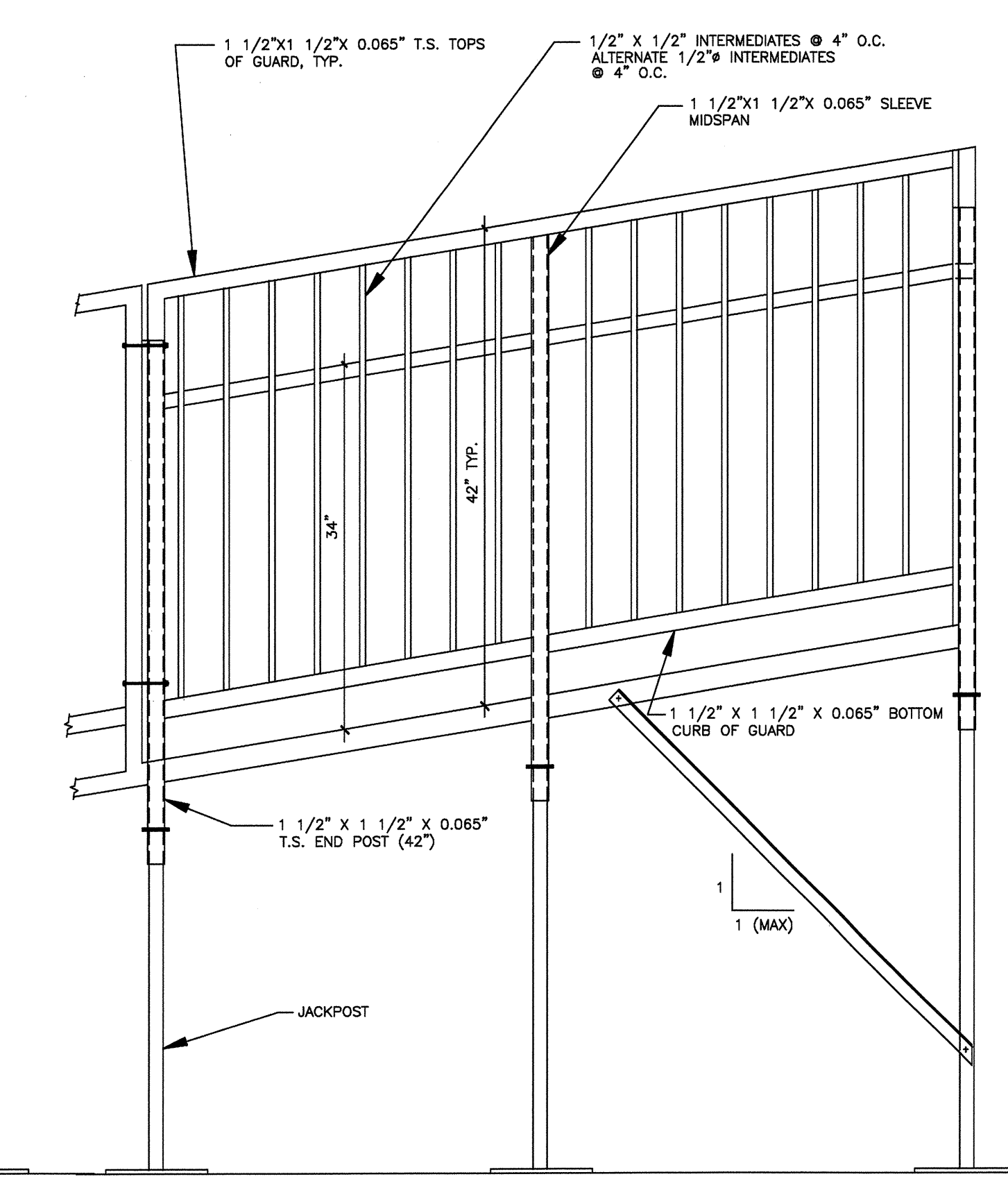
C POST SECTION +30''

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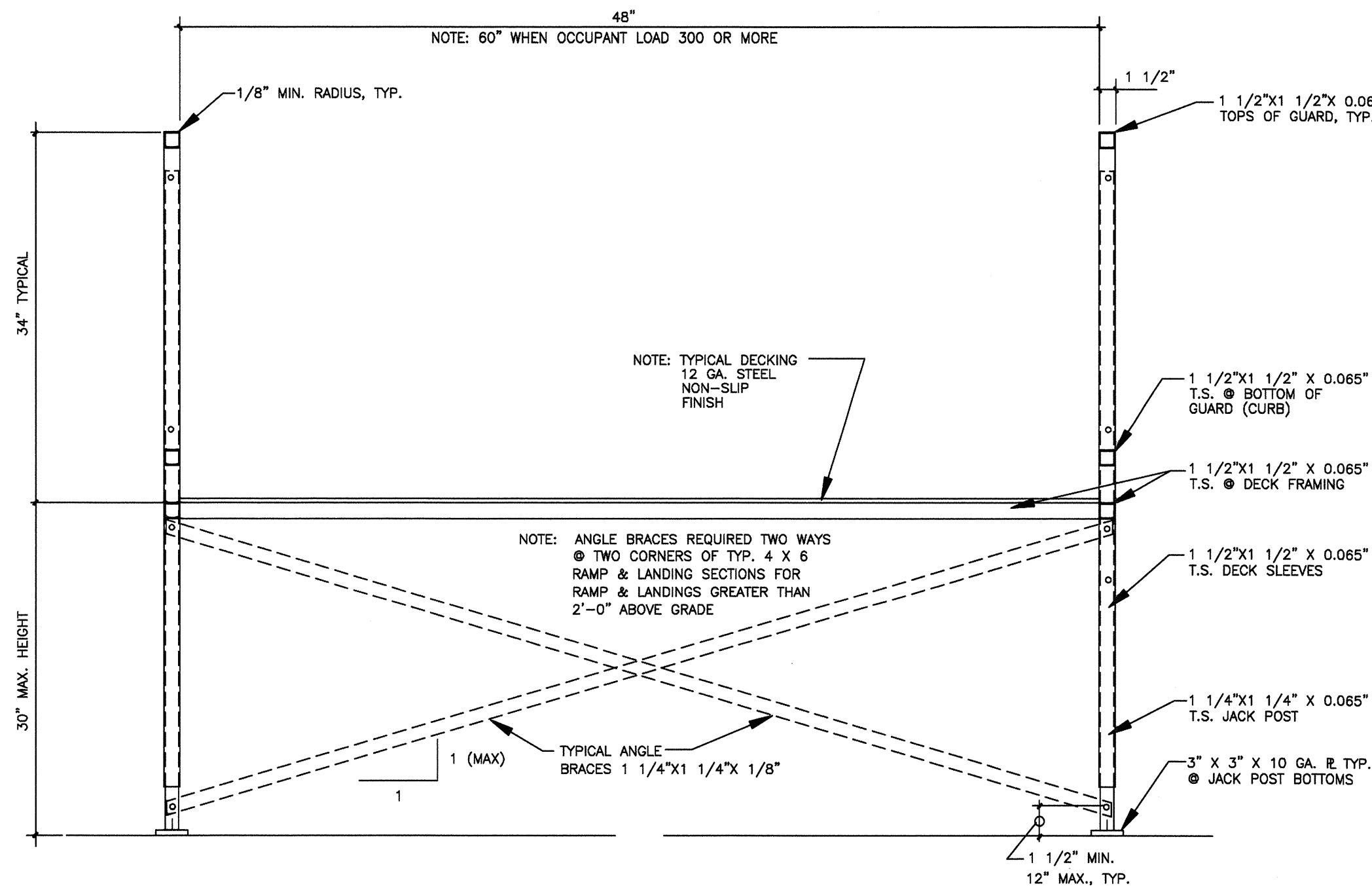
E LANDING RAIL LAYOUT +30''

SCALE: 1" = 1'-0"



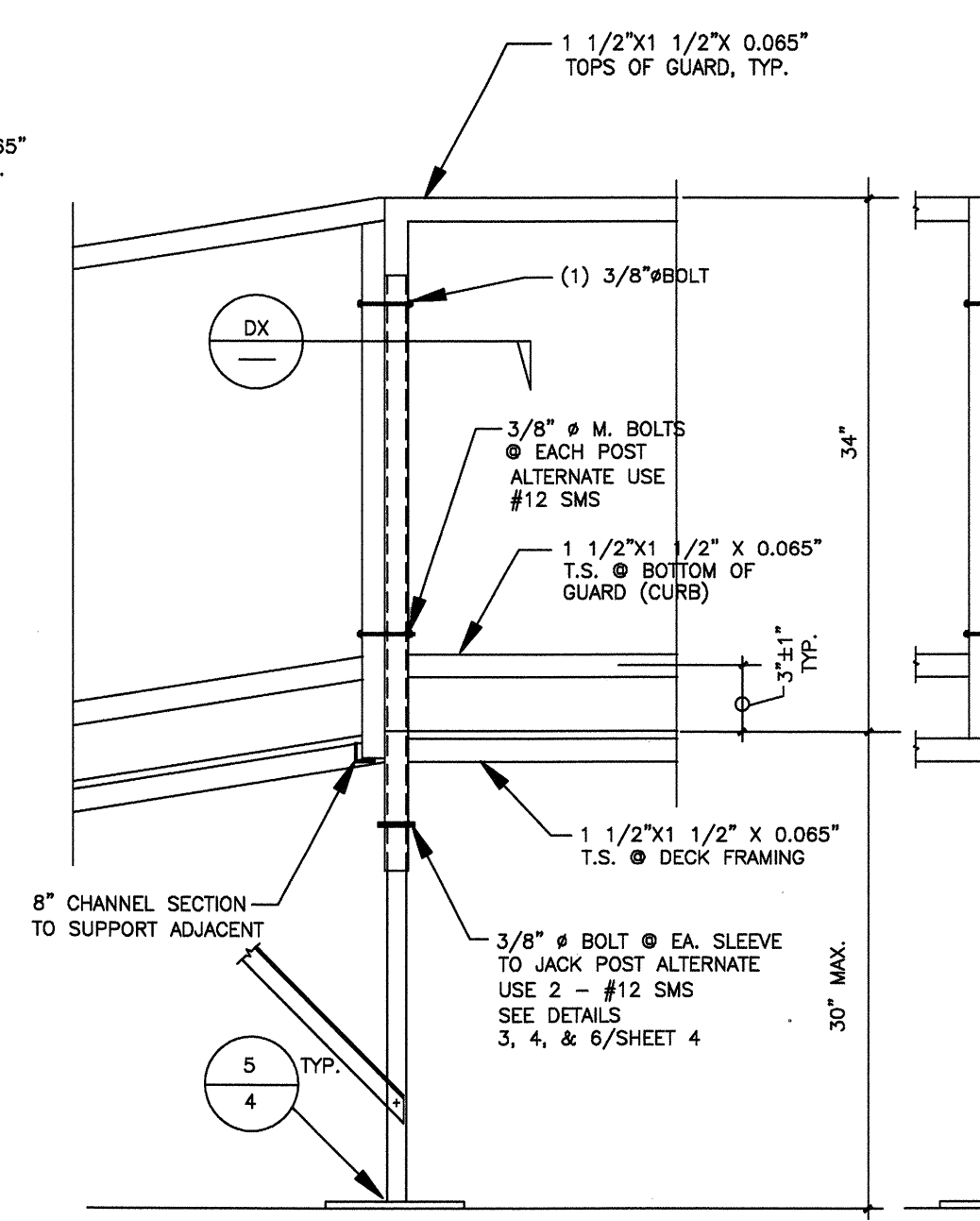
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SCALE: 1" = 1'-0"



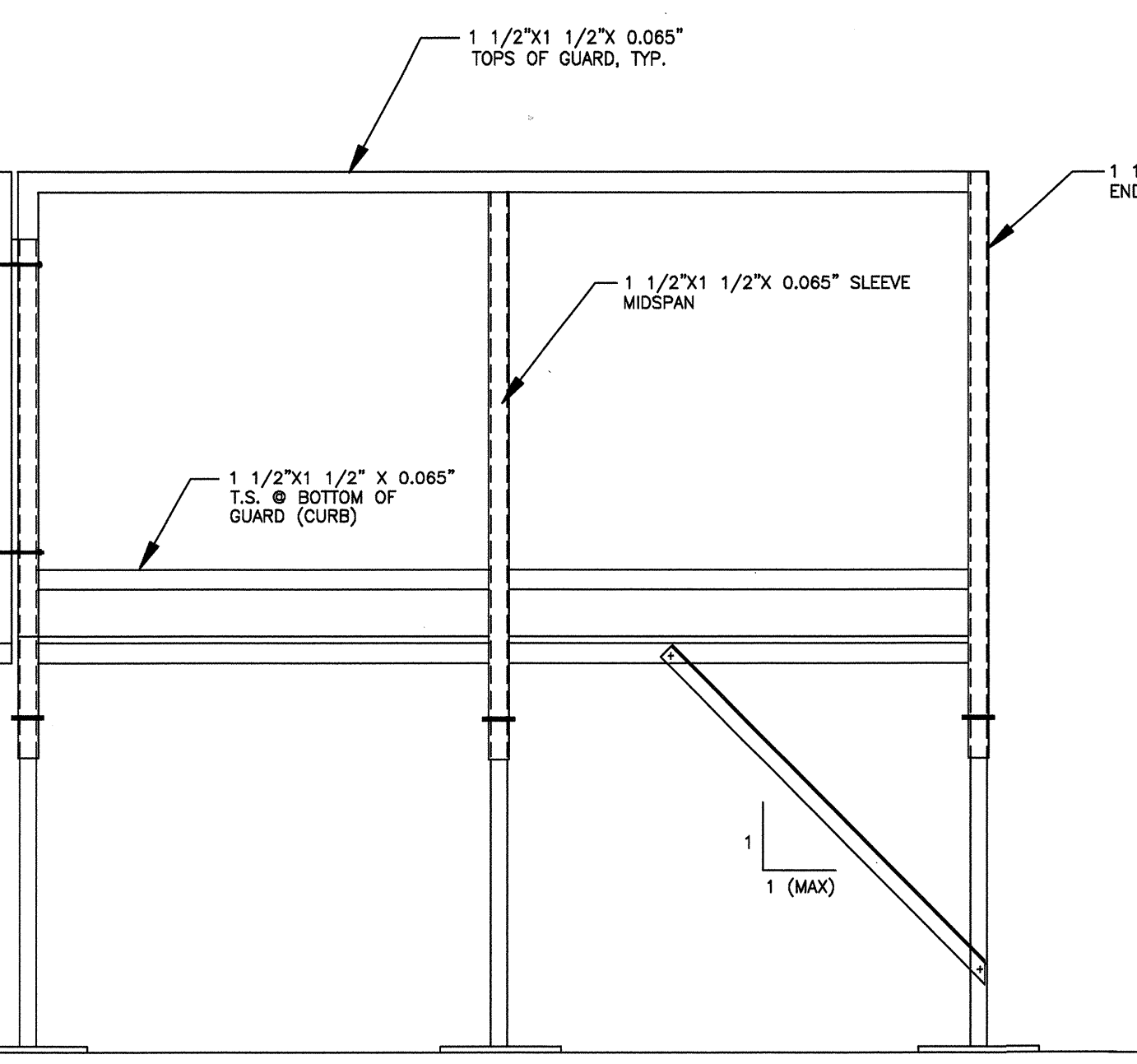
B TYPICAL CROSS SECTIONS -30''

SCALE: 1" = 1'-0"



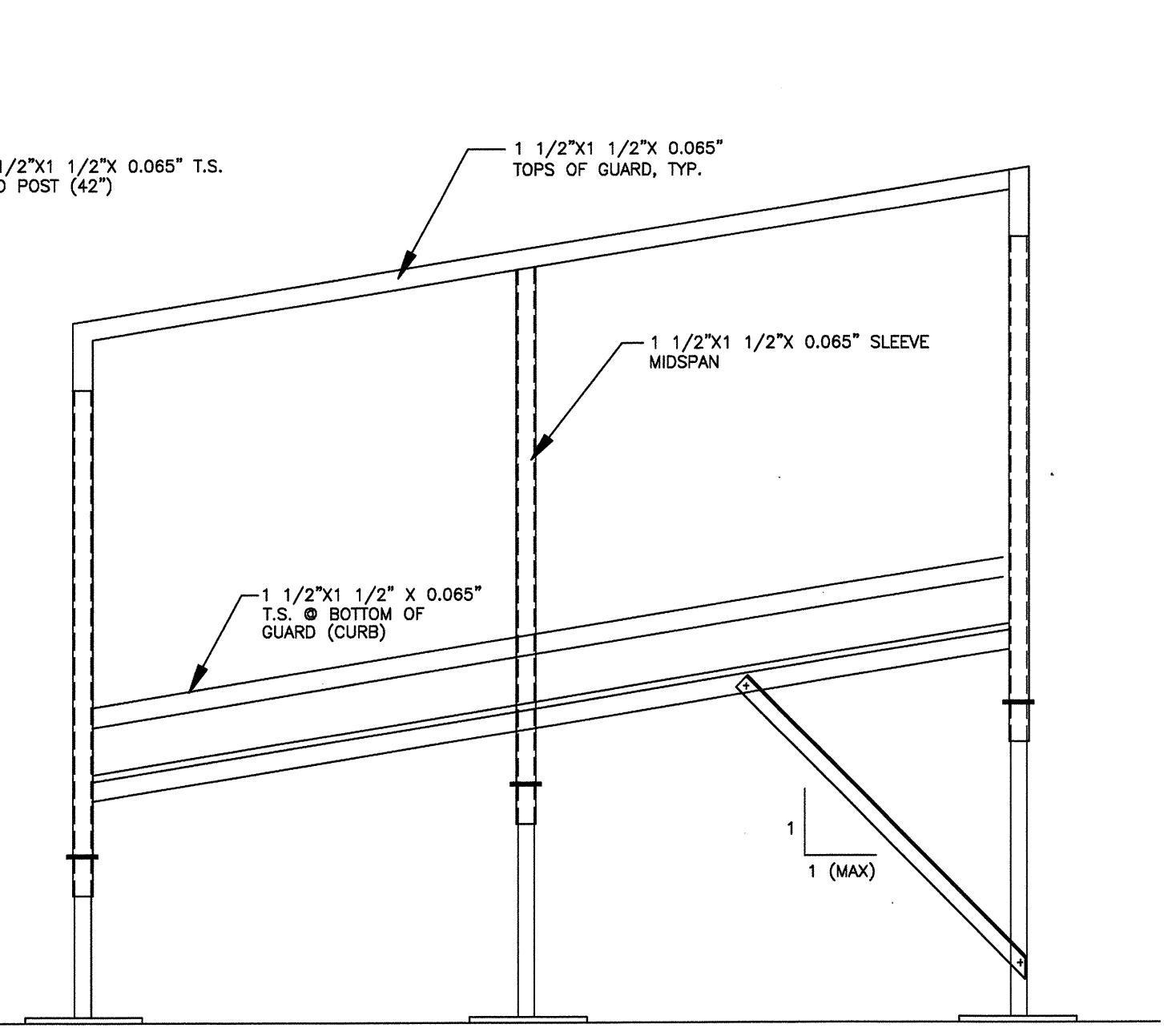
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SCALE: 1" = 1'-0"



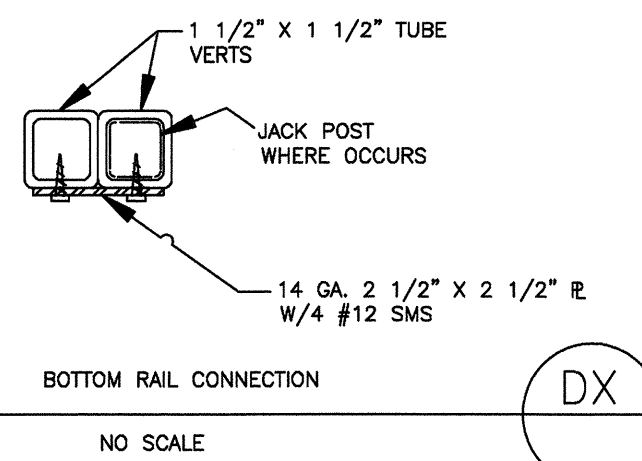
F LANDING RAIL LAYOUT -30''

SCALE: 1" = 1'-0"



H RAMP RAILING LAYOUT -30''

SCALE: 1" = 1'-0"



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EXL
STRUCTURAL ENGINEERS, INC.

4091 RIVERSIDE DRIVE, SUITE 114
CHINO, CALIFORNIA 91710

MEMBER
STRUCTURAL ENGINEERS
ASSOCIATION OF CALIFORNIA
AMERICAN CONCRETE
INSTITUTE
(909) 613-0234
Fax (909) 613-0238

REVISIONS	BY

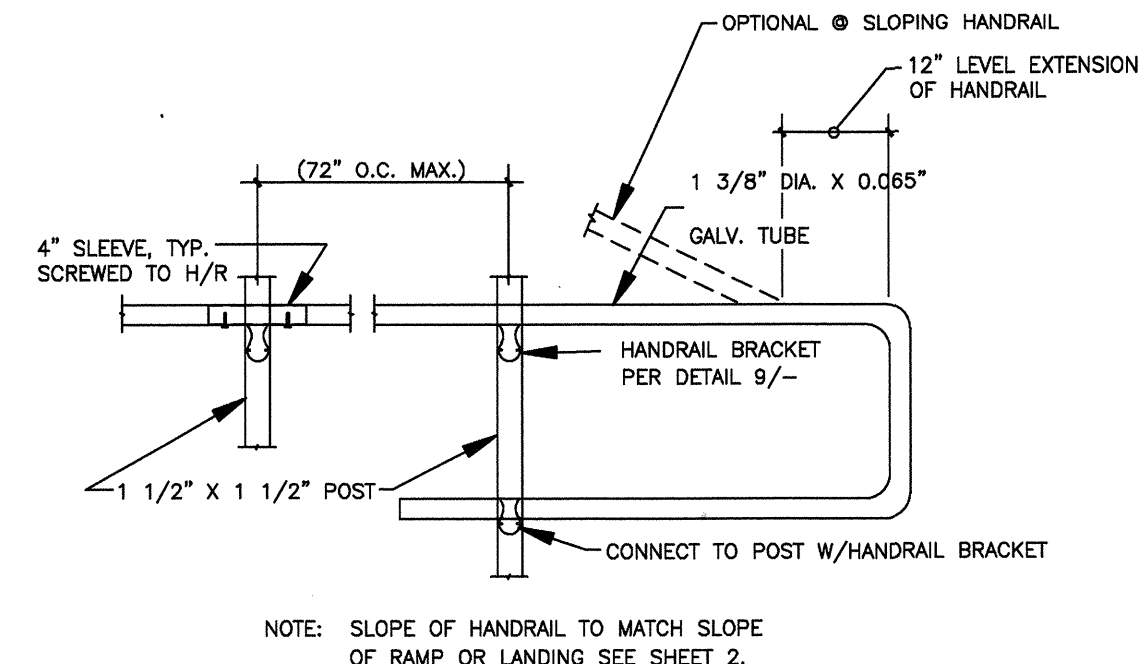
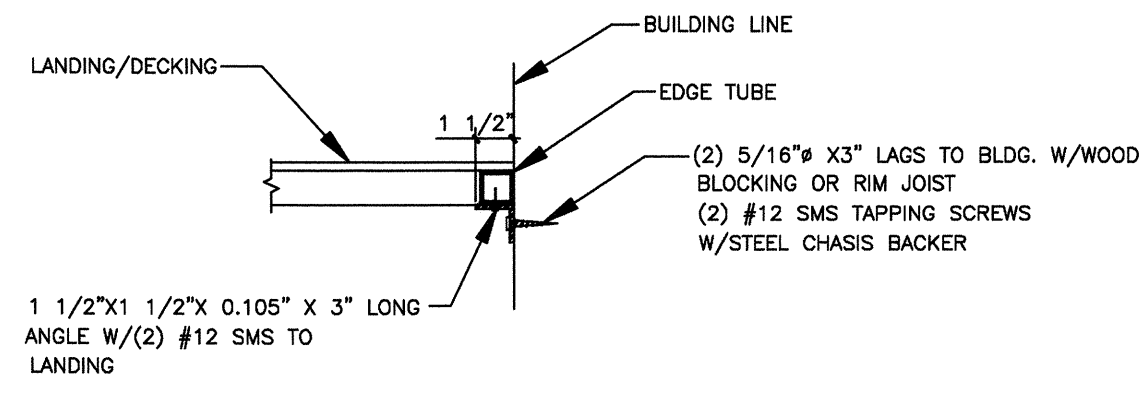
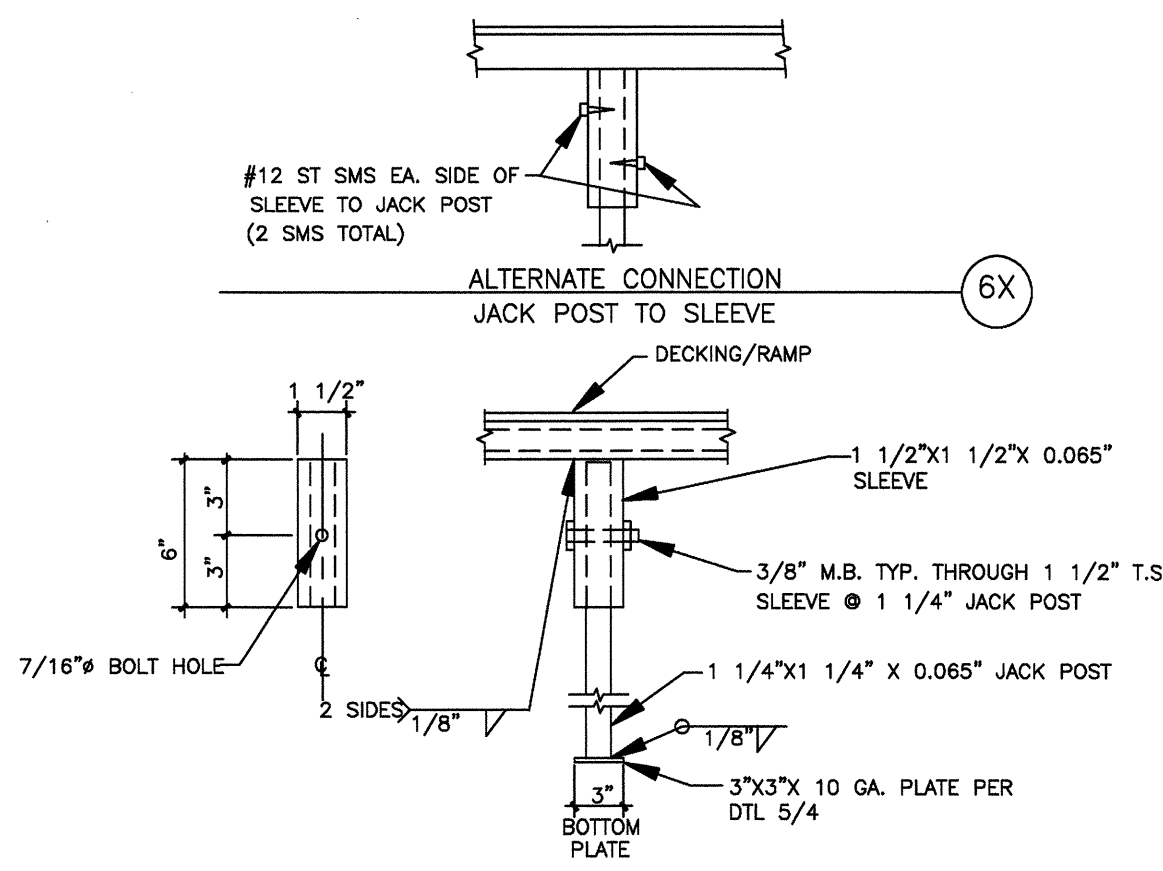
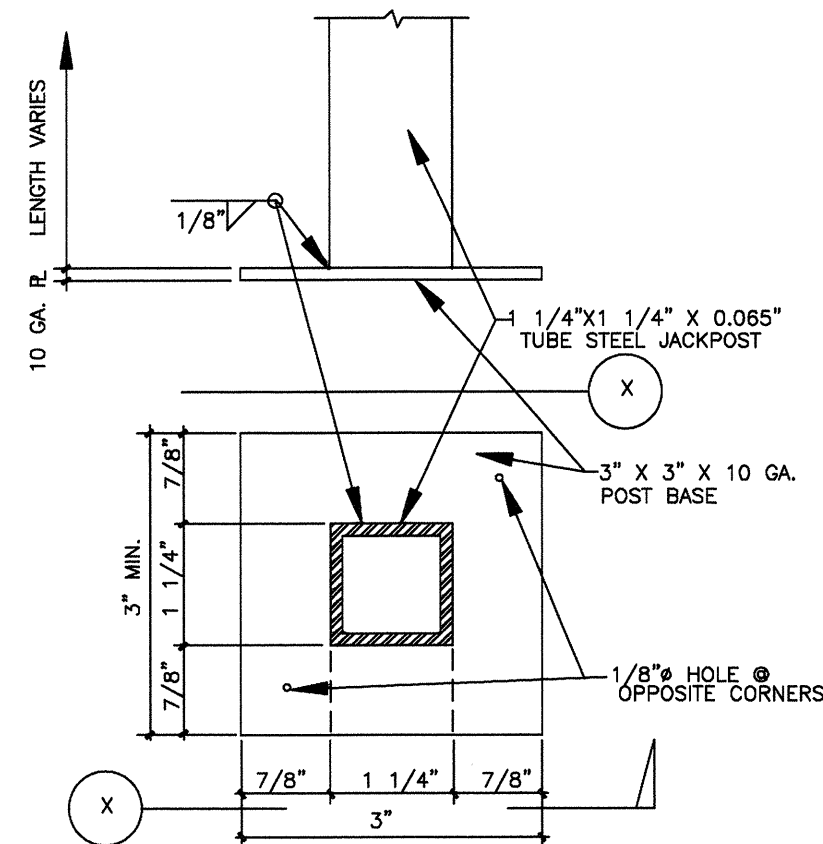
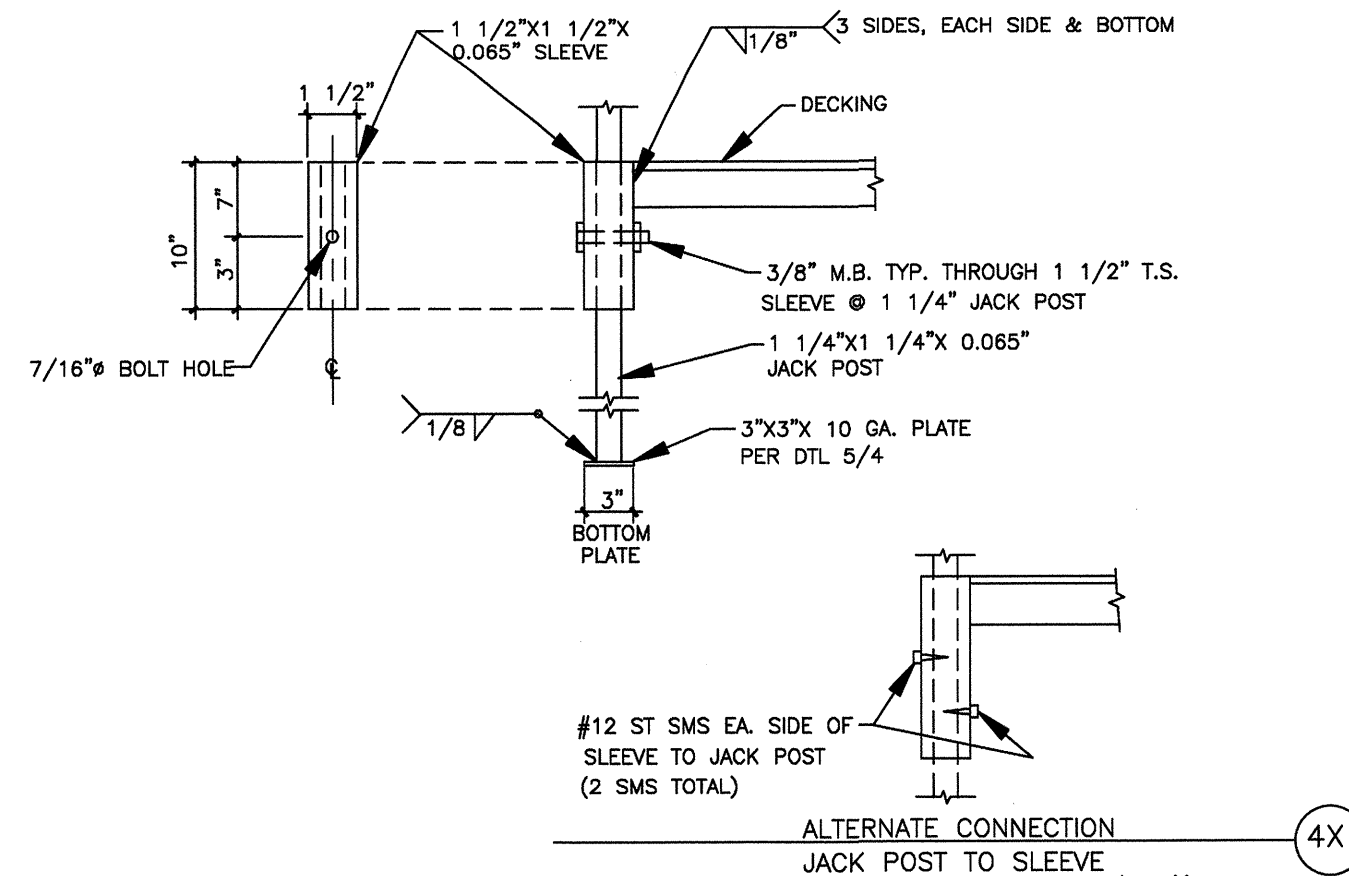
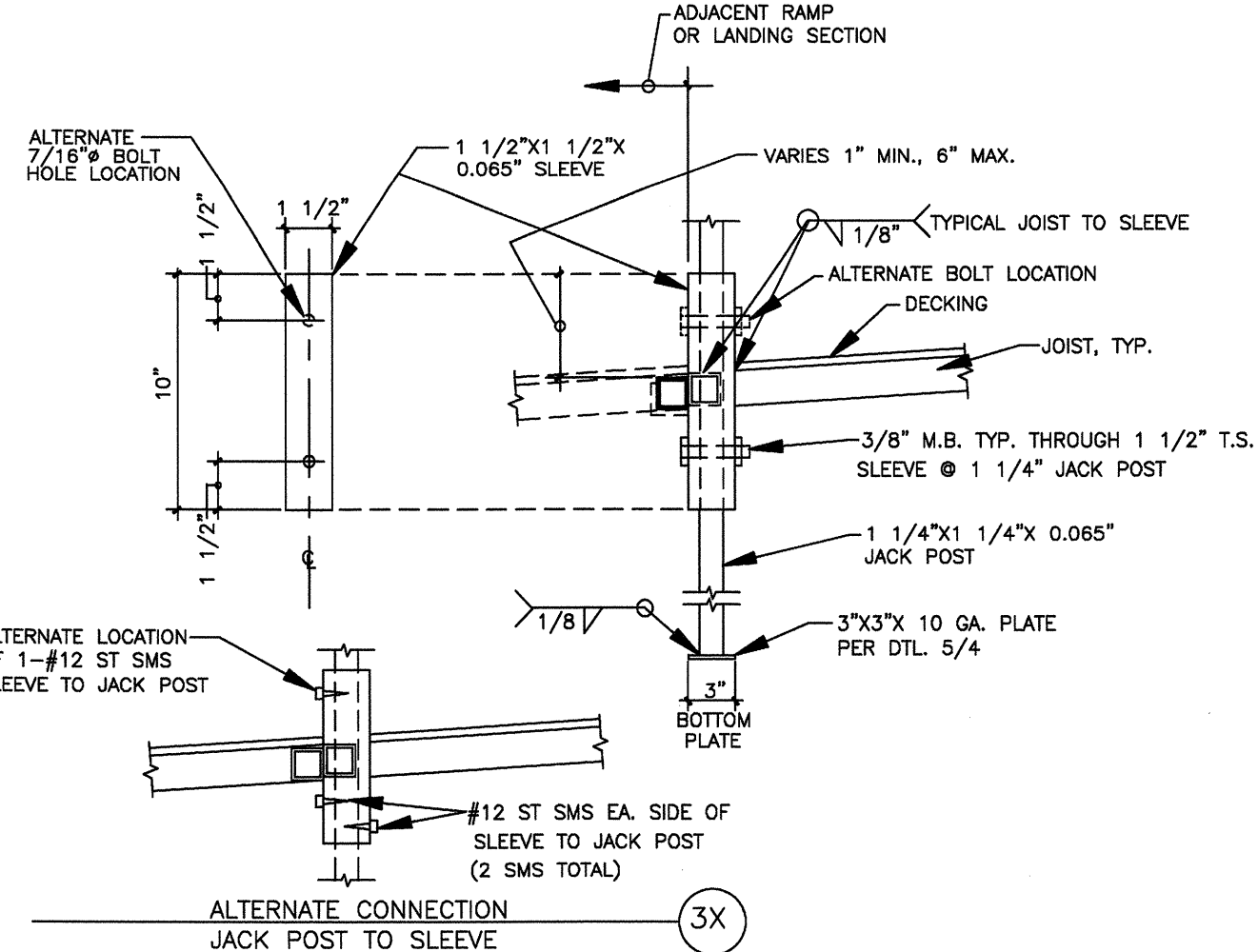
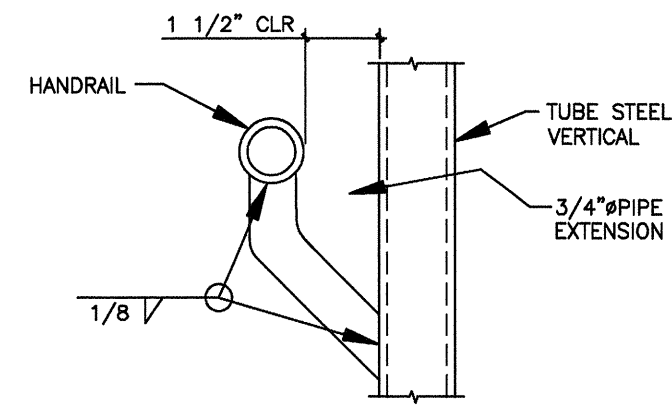
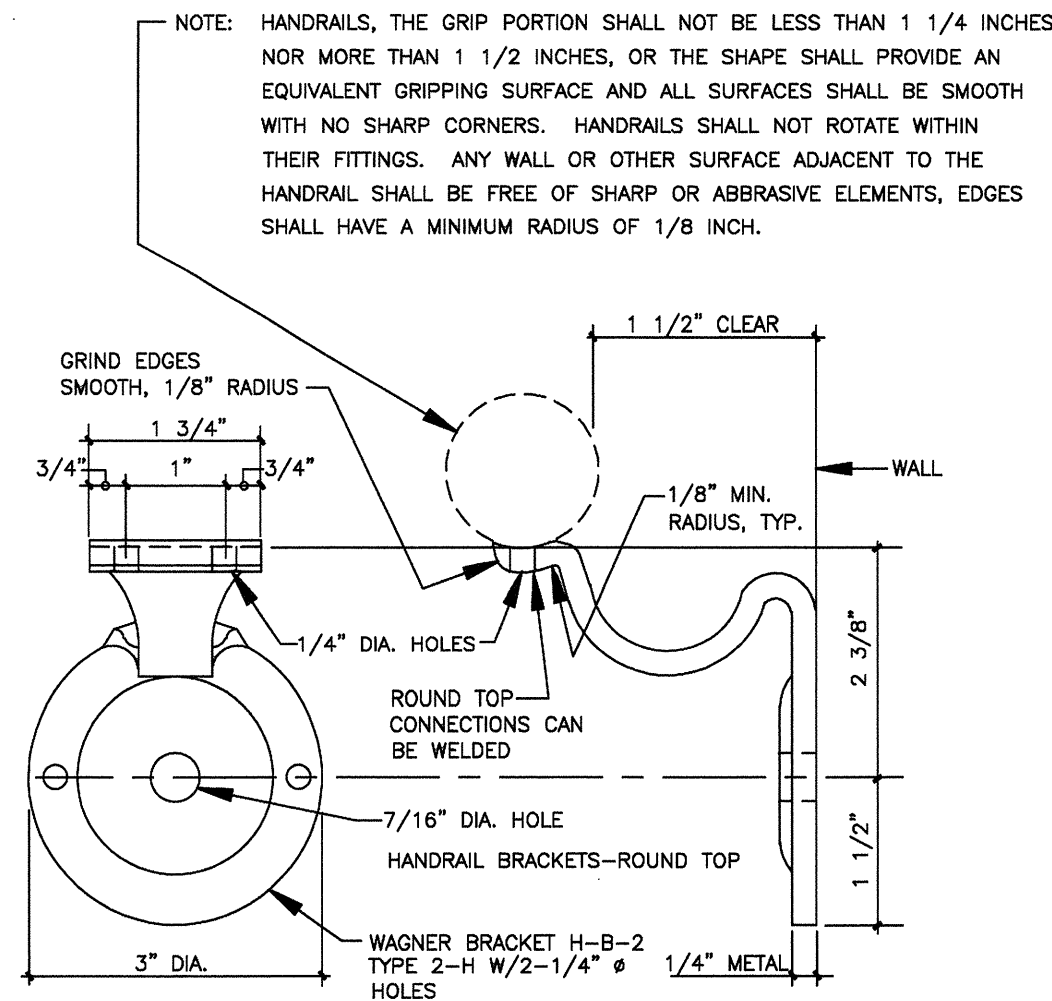


ACCESSIBLE RAMP
DETAILS & NOTES

TMP SERVICES
2929 KANSAS AVE.
RIVERSIDE, CA 92507
PHONE: (951) 213-3900
FAX: (951) 213-3997

SITE:
STATE OF CALIFORNIA

DRAWN
CHECKED
DATE 01 FEB. 2017
SCALE
JOB NO.
3
OF 8 SHEETS

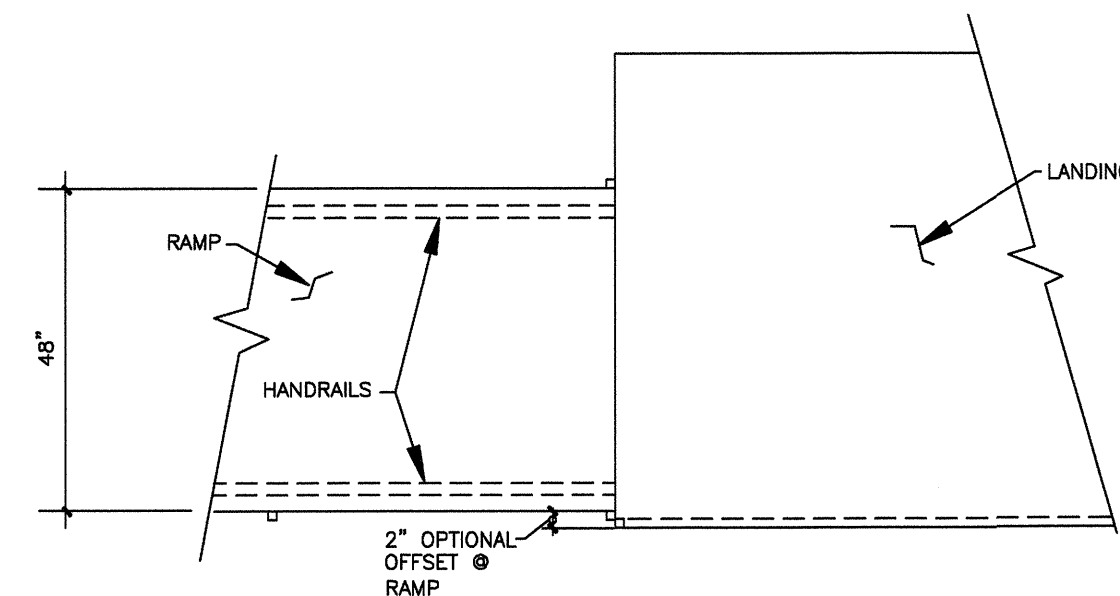
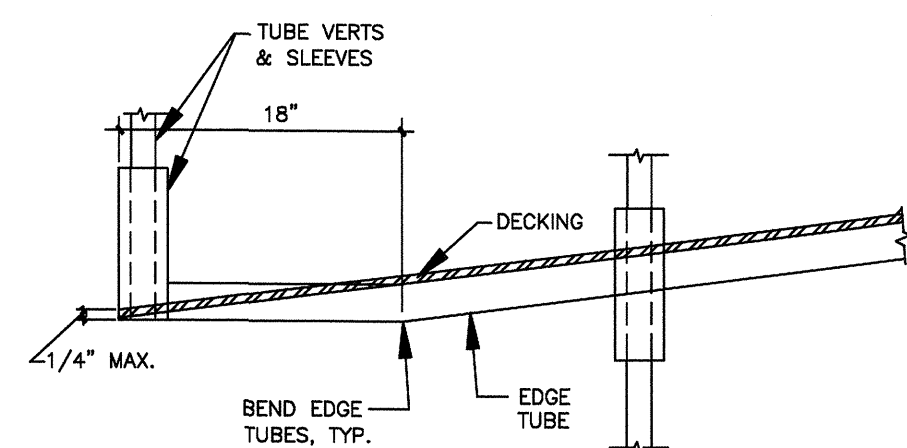
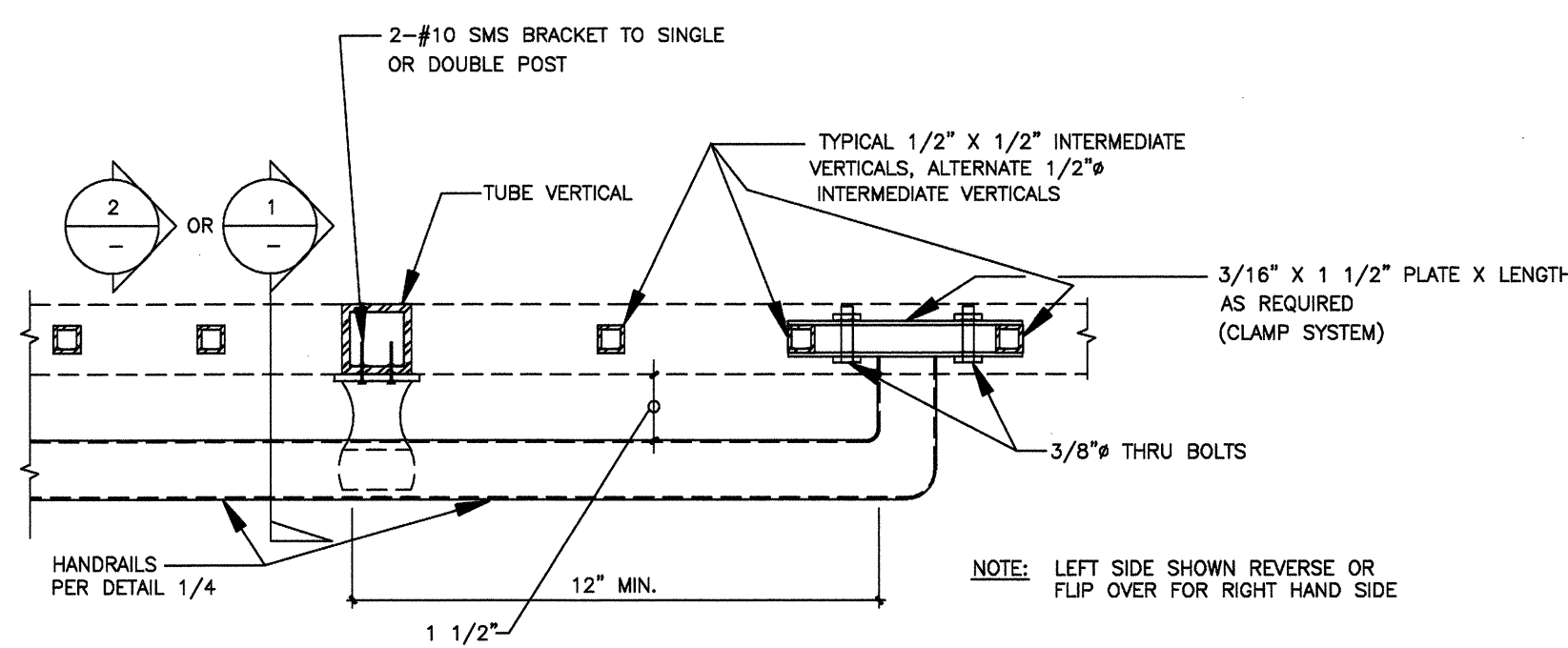


5
4
POST BASE

6
4
MID SPAN POST

7
4
LANDING TO BUILDING
NOTE: DECK SECTIONS ARE FREE
STANDING FOR VERTICAL
LOADS.

8
4
OPTIONAL CONNECTION @ HANDRAIL DETAIL



9
4
OPTIONAL HANDRAIL DETAIL @ TOP OF STAIRS
OR RAMPS

10
4
TOE @ END OF RAMP
NO SCALE

11
4
NO SCALE

NOTES:

CODES:
2016 CALIFORNIA BUILDING CODE (CBC)

DESIGN LOADS:
LIVE LOAD: 100 PSF
WIND LOAD: SEE SHEET 1
SEISMIC: SEE SHEET 1
HANDRAIL & GUARD RAIL LOADS:
50#/FT
200# POINT LOAD

MATERIAL SPECIFICATIONS:
STEEL: ALL TUBE STEEL ASTM A-1008 CS TYPE AOR B ($F_y = 40\text{KSI}$)
ALL STEEL TO BE COATED WITH A RUST INHIBITIVE COATING
BOLTS: ASTM A307
PLYWOOD OPTION: APA RATED STRUCT I EXTERIOR PLYWOOD
WELDS: ALL WELDING SHALL CONFORM TO "AMERICAN WELDING SOCIETY
D-1.3-2008 FOR SHEET STEEL.
ELECTRODES SHALL BE E70XX.

GENERAL NOTES:
1) RAMPS HAVING SLOPES STEEPER THAN 1 VERTICAL TO 20
HORIZONTAL SHALL HAVE LANDINGS AT TOP AND BOTTOM AND
AT LEAST ONE INTERMEDIATE LANDING SHALL BE PROVIDED FOR EACH
30" OF RISE, PER CBC 11B-405.7.
2) LOCATION OF LANDINGS.
LANDINGS SHALL BE PROVIDED AT TOP AND BOTTOM OF EACH RAMP.
INTERMEDIATE LANDINGS SHALL BE PROVIDED AT INTERVALS NOT
EXCEEDING 30 INCHES OF VERTICAL RISE AND AT EACH CHANGE OF
DIRECTION. LANDINGS ARE NOT CONSIDERED IN DETERMINING THE
MAXIMUM HORIZONTAL DISTANCE OF EACH RAMP.
NOTE: EXAMPLES OF RAMP DIMENSIONS ARE:
SLOPE MAX. RISE (INCHES) MAX. HORIZONTAL PROJECTION
1:12 30 30'-0"
1:16 30 40'-0"
1:20 30 50'-0"
1:15 30 37'-6"

2. SIZE OF TOP LANDINGS. TOP LANDINGS SHALL NOT BE LESS THAN 60 INCHES WIDE
AND SHALL HAVE A LENGTH OF NOT LESS THAN 60 INCHES IN THE DIRECTION OF RAMP
RUN, PER CBC 11B-405.7.2 AND .3.

3) DOORS IN ANY POSITION SHALL NOT REDUCE THE MINIMUM
DIMENSION OF THE LANDING TO LESS THAN 42" AND SHALL NOT
REDUCE THE REQUIRED WIDTH BY MORE THAN 3" WHEN FULLY
OPENED, CBC 11B-405.7.5.

4) RAMPS SHALL BE CONSTRUCTED AS REQUIRED FOR STAIRWAYS.

5) THE SURFACE OF RAMPS SHALL BE ROUGHED OR SHALL BE OF SLIP-
RESISTANT MATERIAL, TYP. FOR LANDINGS & STAIRS.

6) RAMPS REQUIREMENTS SHALL BE PER CBC 11B-405.

7) RAMPS AND STAIRWAYS USED AS EXIT SHALL CONFORM TO CBC
SEC. 1009 SEC. 1010, CHAPTER 11B AND 11B-405.5.

8) HANDRAILS AND GUARDRAILS SHALL CONFORM TO CBC 11B-405.8
(RAMP), AND 11B-504 (STAIRS).

9) RAMPS SHALL CONFORM TO CBC 11B-405.

10) STRIKE EDGE EXTENSION THE WIDTH OF THE LANDING SHALL EXTEND 24" PAST
THE STRIKE EDGE OF ANY DOOR OR GATE FOR EXTERIOR RAMPS AND 18" PAST
THE STRIKE EDGE FOR INTERIOR RAMPS.

11) LANDING WIDTH. AT BOTTOM AND INTERMEDIATE LANDINGS, THE WIDTH
SHALL BE AT LEAST THE SAME AS REQUIRED FOR RAMPS, CBC 11B-405.7.4.

12) THE WIDTH OF RAMPS SHALL BE AS REQUIRED PER STAIRWAYS
AND EXITS, CBC 11B-405.5.

13) SLOPE RAMPS AND LANDINGS AS REQUIRED TO PREVENT ACCUMULATION
OF WATER ON WALKING SURFACES.

14) ALL WORK SHALL CONFORM TO TITLE 24 CALIFORNIA CODE OF REGULATIONS
TITLE 24, CCR.

DETAILS
AND NOTES

SITE:

STATE OF CALIFORNIA

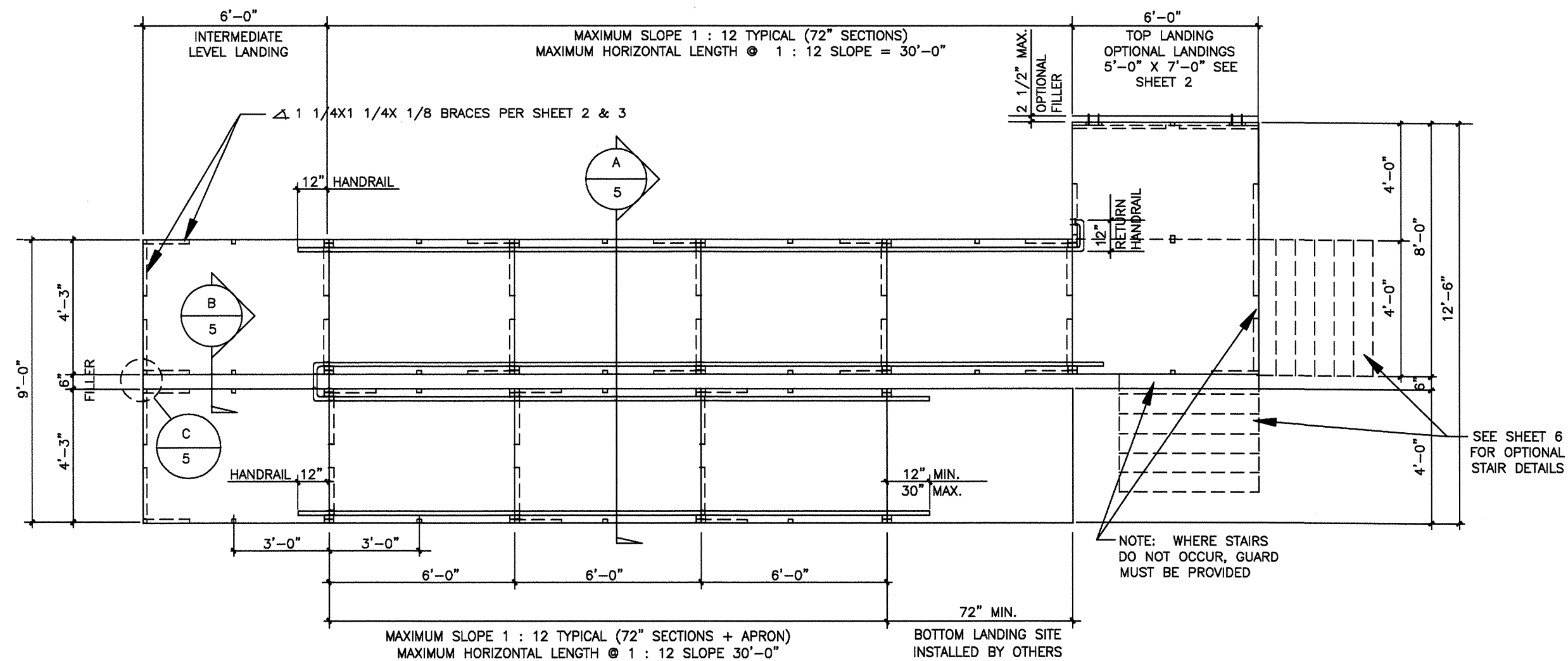
TMP SERVICES
2929 KANSAS AVE.
RIVERSIDE, CA 92507
PHONE: (951)213-3900
FAX: (951)213-3997

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EXL
STRUCTURAL ENGINEERS, INC.
4091 RIVERSIDE DRIVE, SUITE 114
CHINO, CALIFORNIA 91710
(909) 613-0234
Fax(909) 613-0238

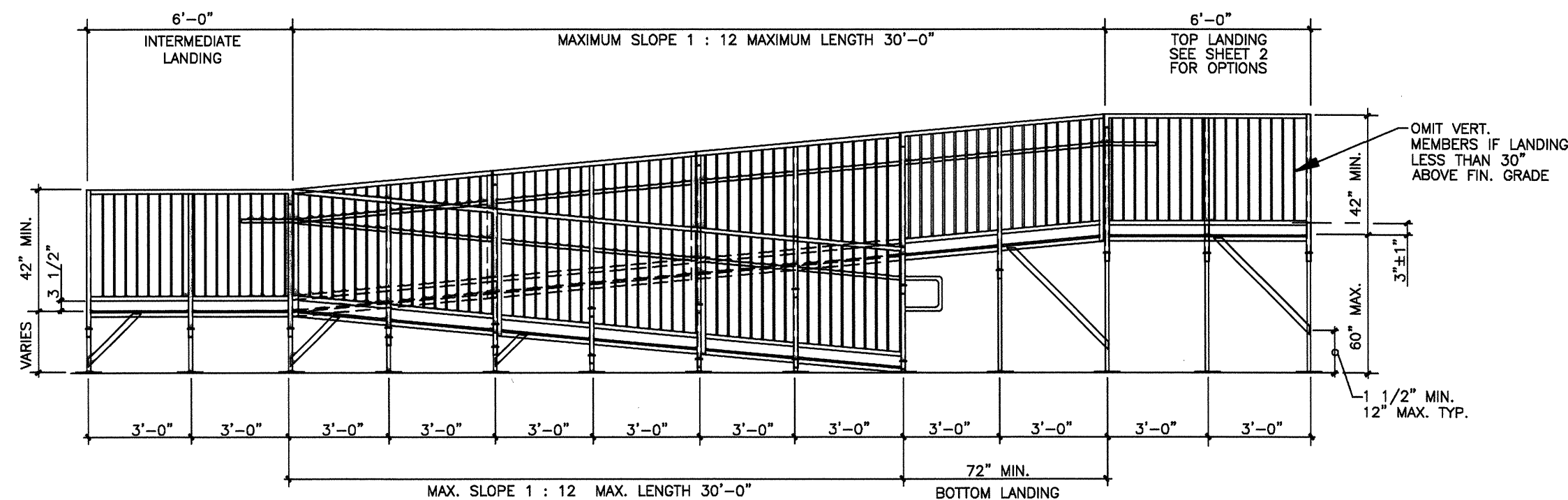
MEMBER
STRUCTURAL ENGINEERS
ASSOCIATION OF CALIFORNIA
AMERICAN CONCRETE
INSTITUTE
(909) 613-0234
Fax(909) 613-0238

DRAWN
CHECKED
DATE
01 FEB. 2017
SCALE
JOB NO.
4
OF 8 SHEETS



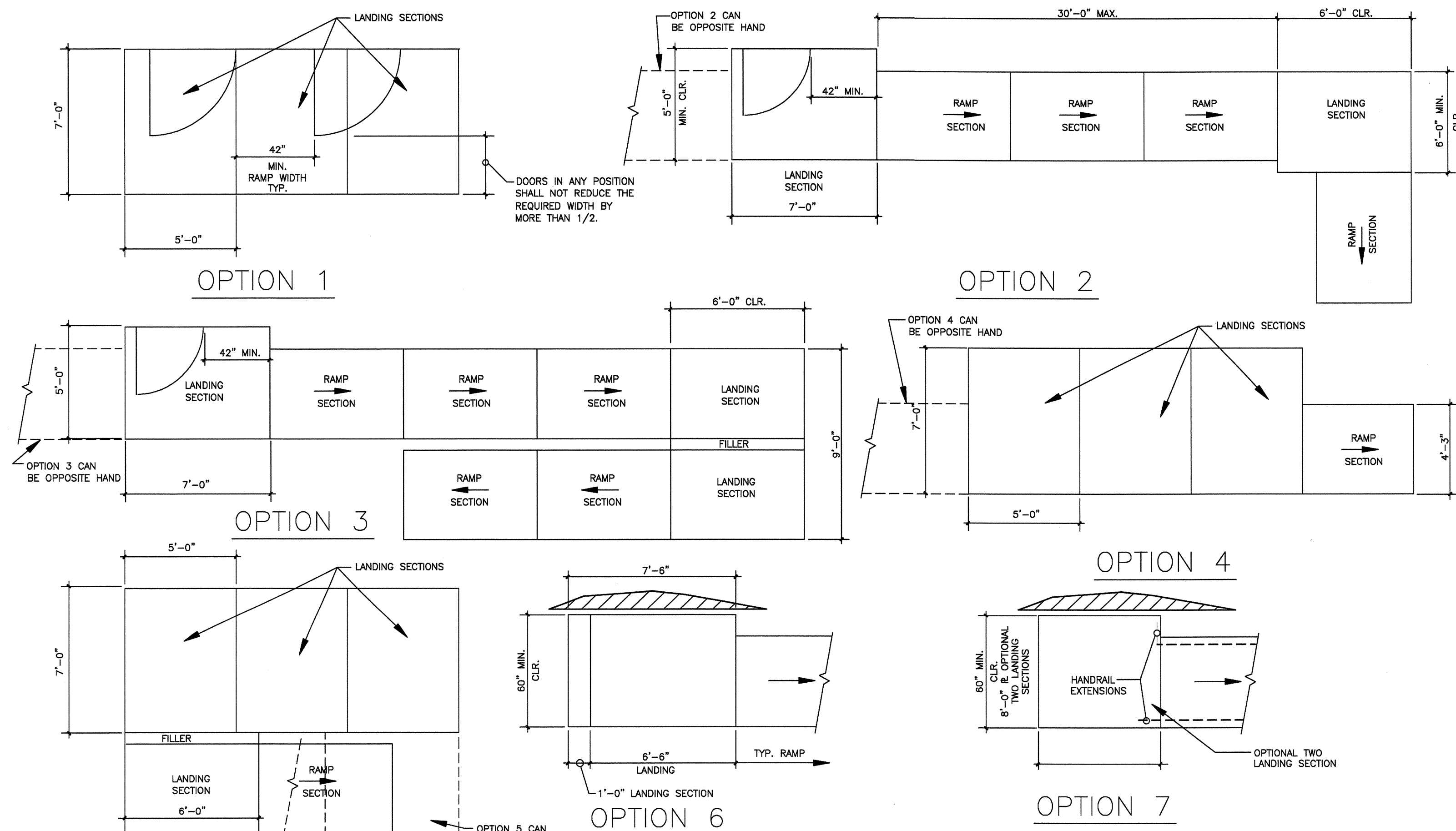
TYPICAL PLAN VIEW OF ACCESSIBLE RAMP WITH SWITCH-BACK & PLATFORMS

SCALE: 1/4" = 1'-0"



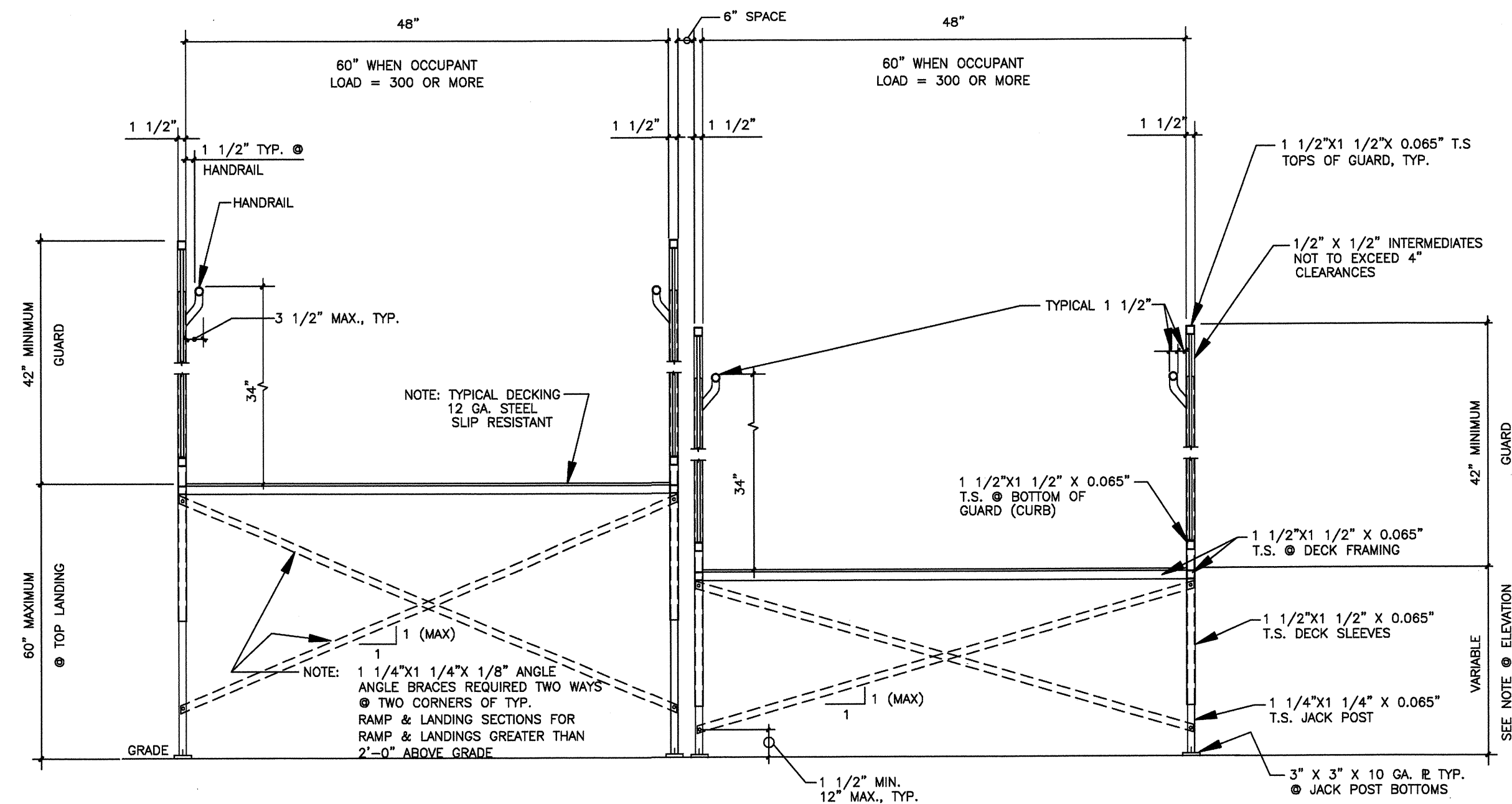
TYPICAL ELEVATION OF ACCESSIBLE RAMP W/SWITCH-BACK RAMP

SCALE: 1/4" = 1'-0"



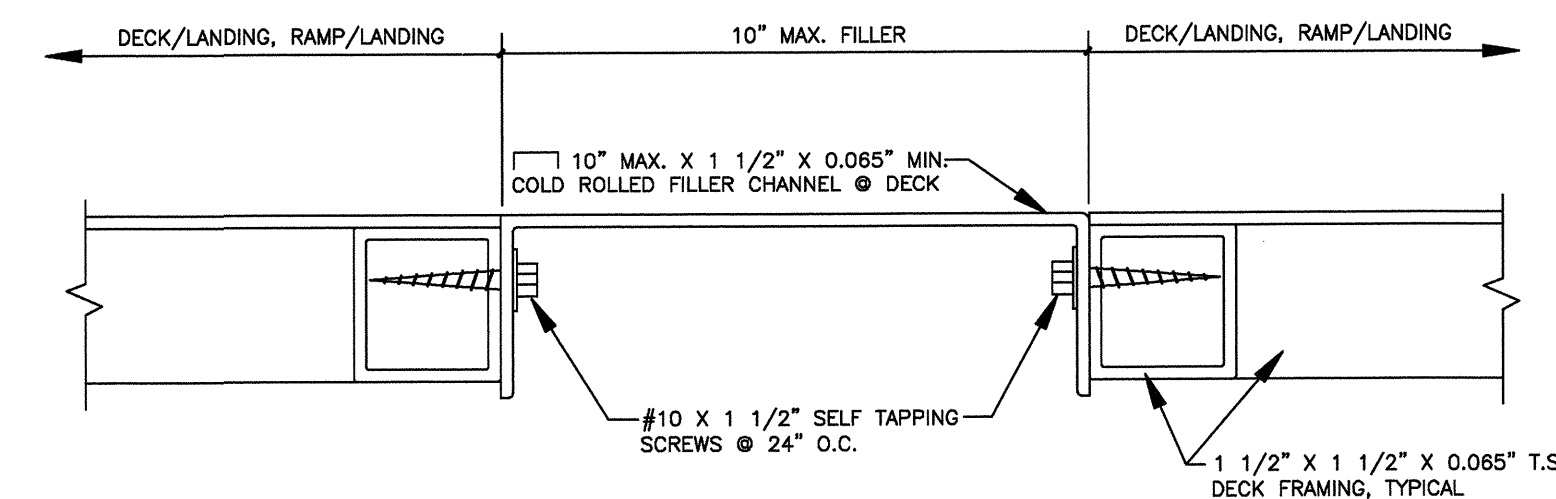
MULTIPLE LANDINGS AND RAMPS

NOTE: SEE SHEET 2 FOR LANDING AND RAMP DETAILS, SEE SHEET 6 FOR TYPICAL STAIRS



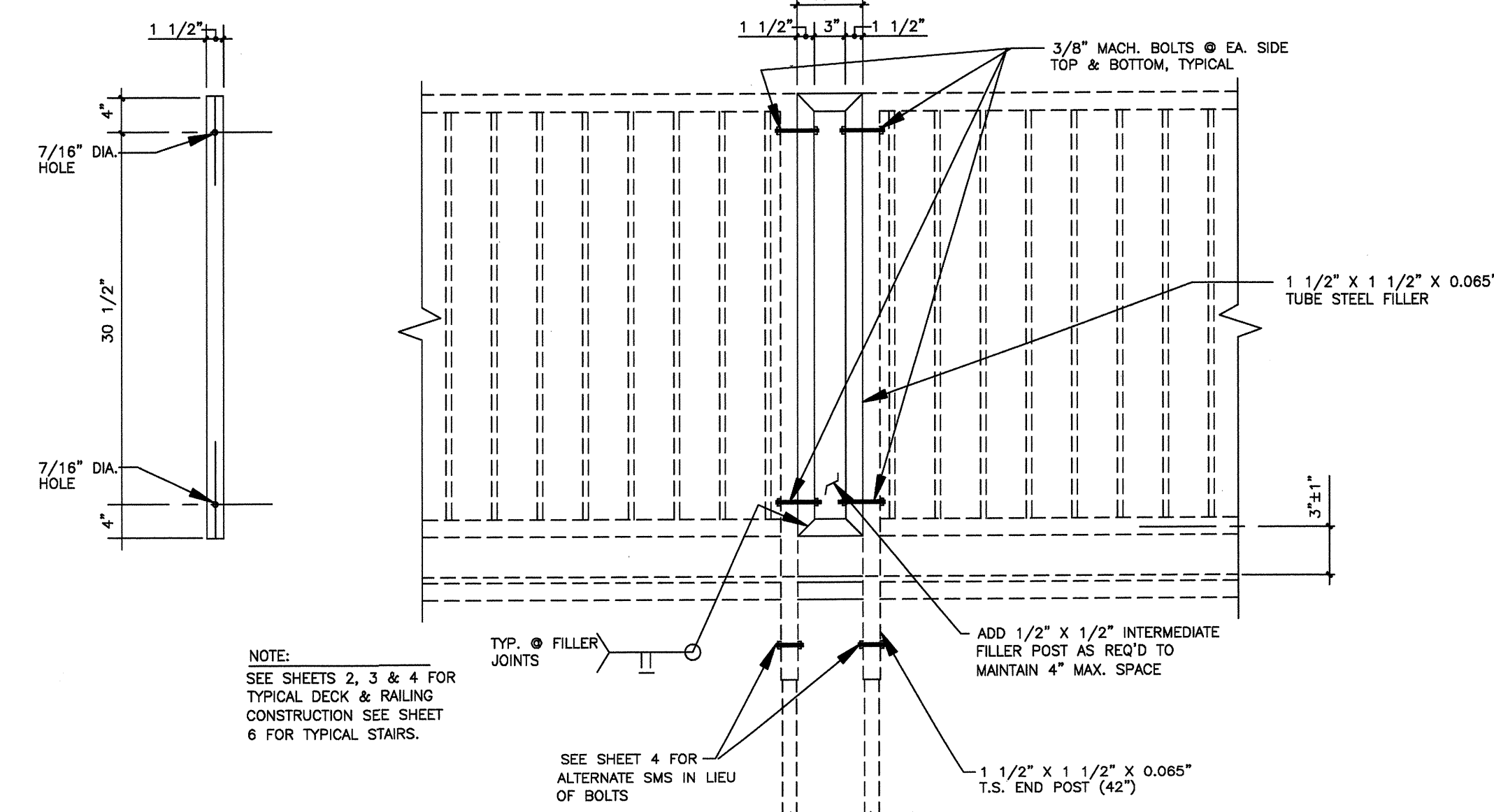
TYPICAL CROSS SECTIONS

SCALE: 1/4" = 1'-0"



TYPICAL DECK CROSS SECTION

SCALE: 1/2" = 1'-0"



TYPICAL GUARDRAIL FILLER

SCALE: 3/4" = 1'-0"

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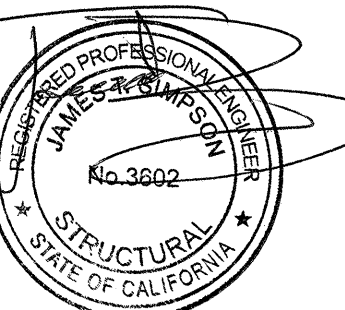
4081 RIVERSIDE DRIVE, SUITE 114
CHINO, CALIFORNIA 91710

MEMBER
STRUCTURAL ENGINEERS
ASSOCIATION OF CALIFORNIA

AMERICAN CONCRETE
INSTITUTE

(909) 613-0234
Fax (909) 613-0238

REVISIONS	BY



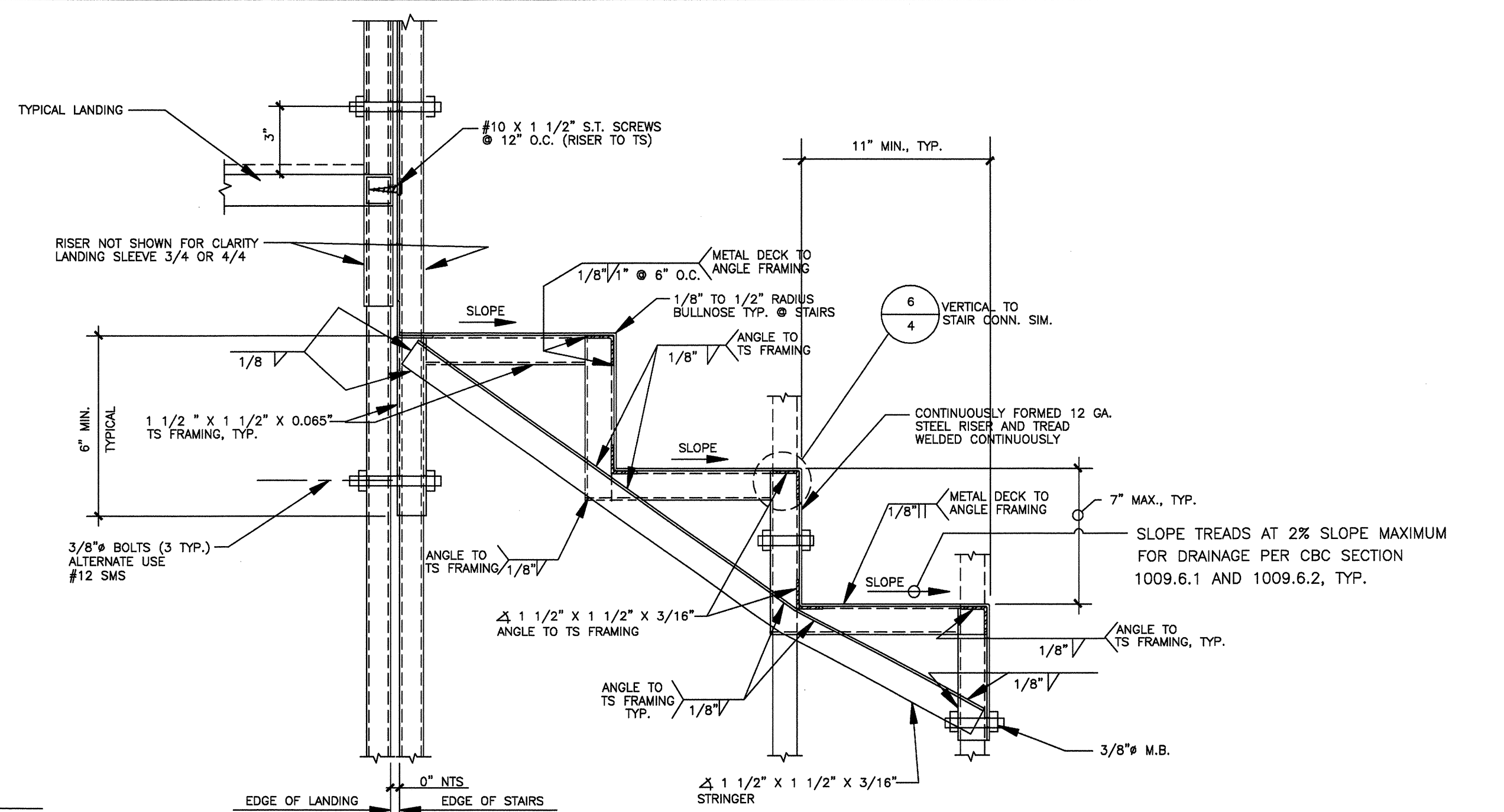
DATE SIGNED
FEB 06 2017

ACCESSIBLE RAMP
SWITCHBACK DETAILS
TMP SERVICES
2929 KANSAS AVE.
RIVERSIDE, CA 92507
PHONE: (951) 213-3900
FAX: (951) 213-3997

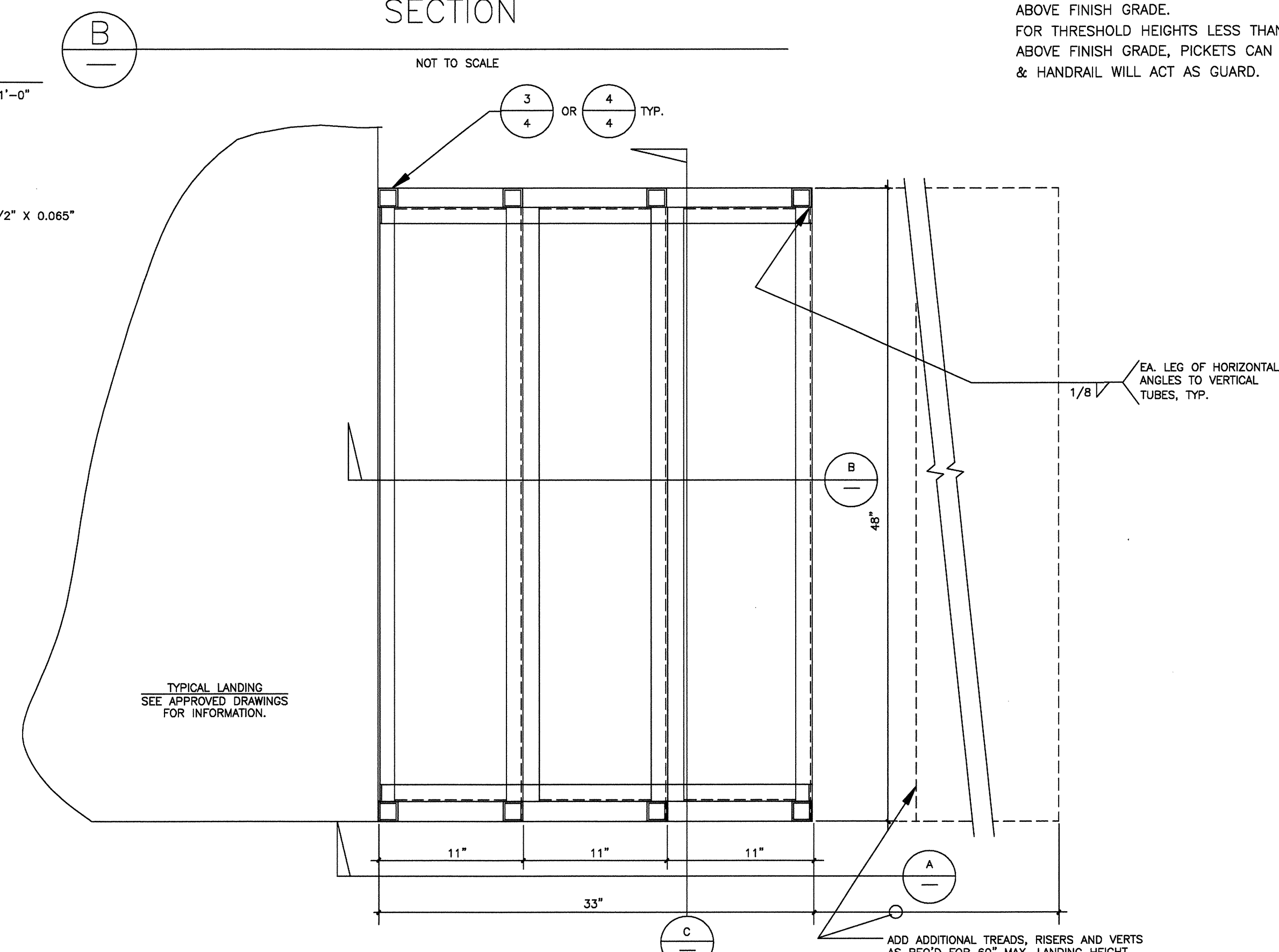
SITE:
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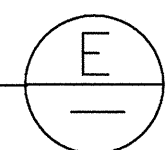
5
OF 8 SHEETS



NOTE: PICKETS & 42" HIGH GUARD REQUIRED FOR THRESHOLD HEIGHTS GREATER THAN 30" ABOVE FINISH GRADE.
FOR THRESHOLD HEIGHTS LESS THAN 30" ABOVE FINISH GRADE, PICKETS CAN BE OMITTED & HANDRAIL WILL ACT AS GUARD.



— ADD ADDITIONAL TREADS, RISERS AND VERTS
AS REQ'D FOR 60" MAX. LANDING HEIGHT



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[illegible]

DATE SIGNED
FEB 06 2017

STAIRS OPTIONAL

TTMP SERVICES
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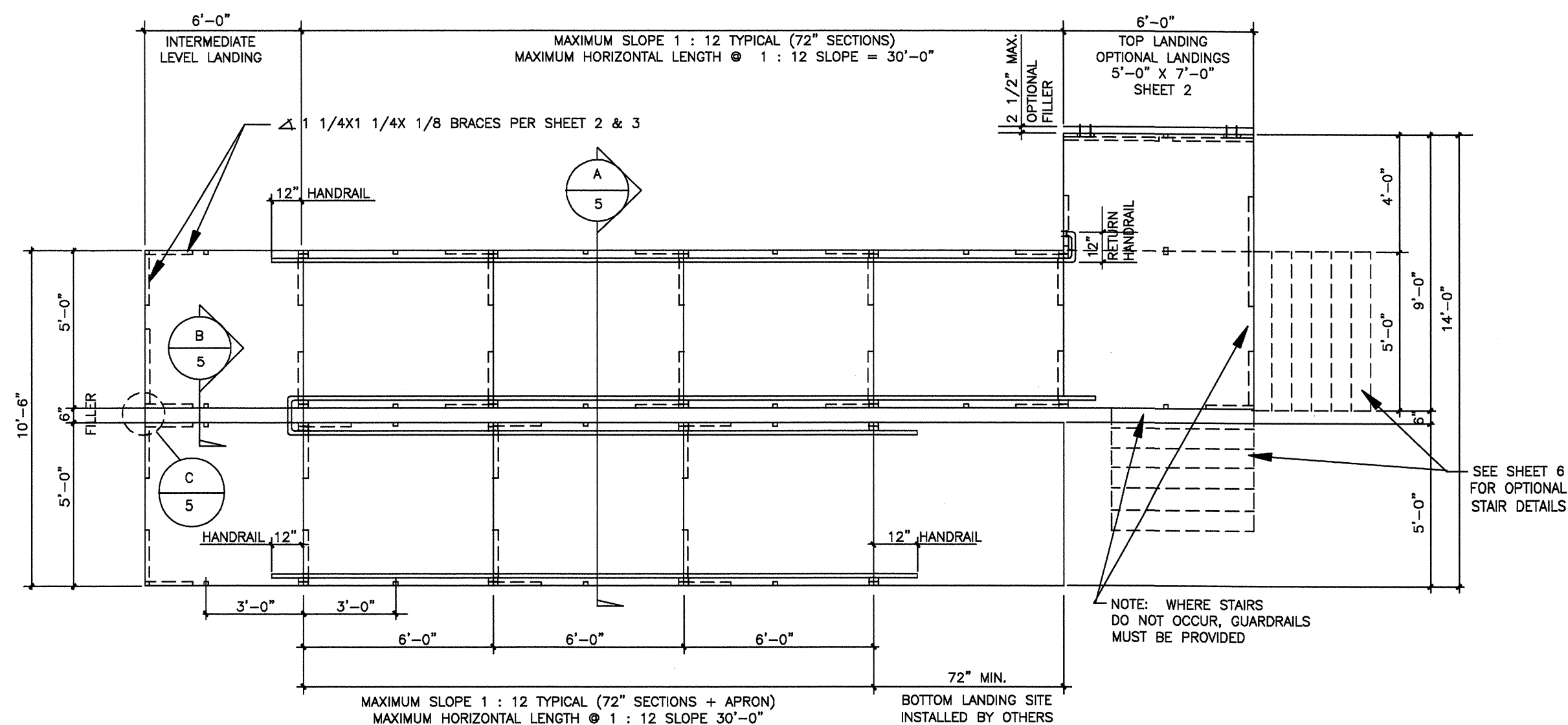
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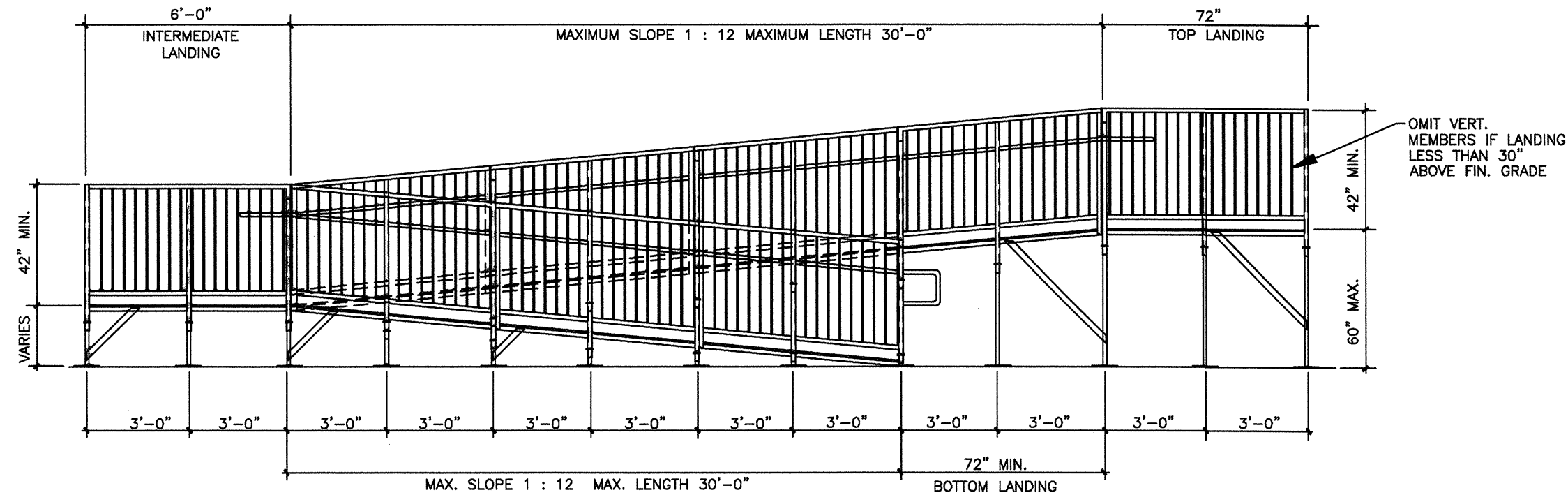
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OF 8 SHEETS



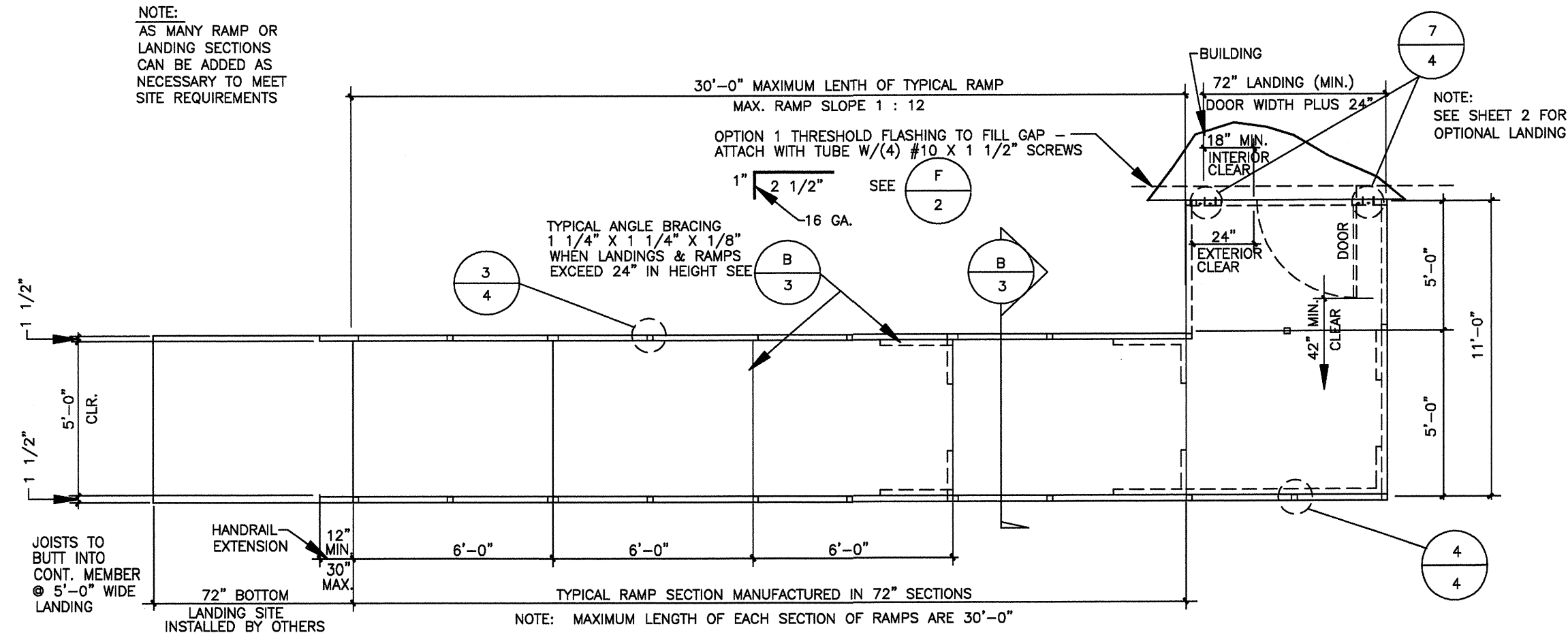
TYPICAL PLAN VIEW OF ACCESSIBLE RAMP WITH SWITCH-BACK & PLATFORMS

SCALE: 1/4" = 1'-0"



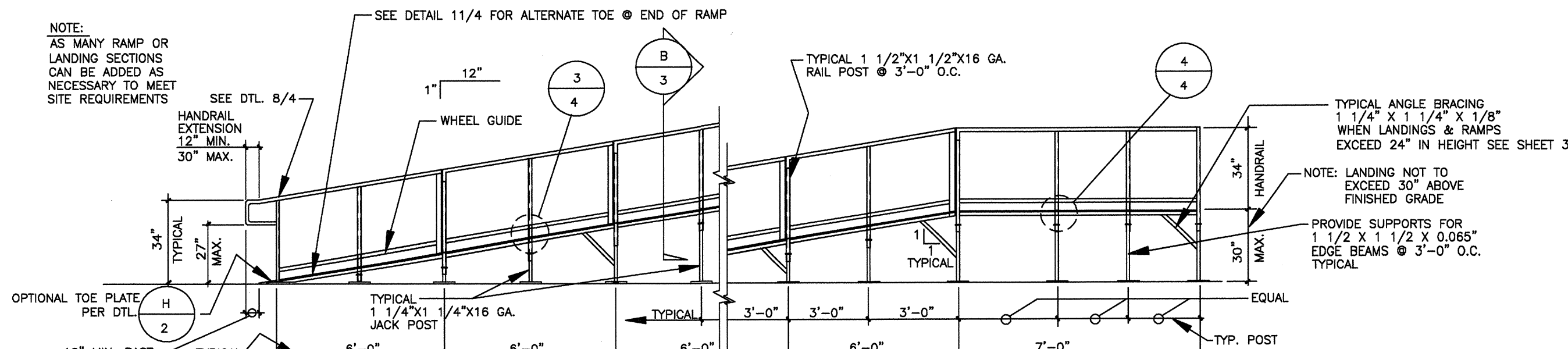
TYPICAL ELEVATION OF ACCESSIBLE RAMP W/SWITCH-BACK RAMP
W/ 5'-0" WIDE RAMPS

SCALE: 1/4" = 1'-0"



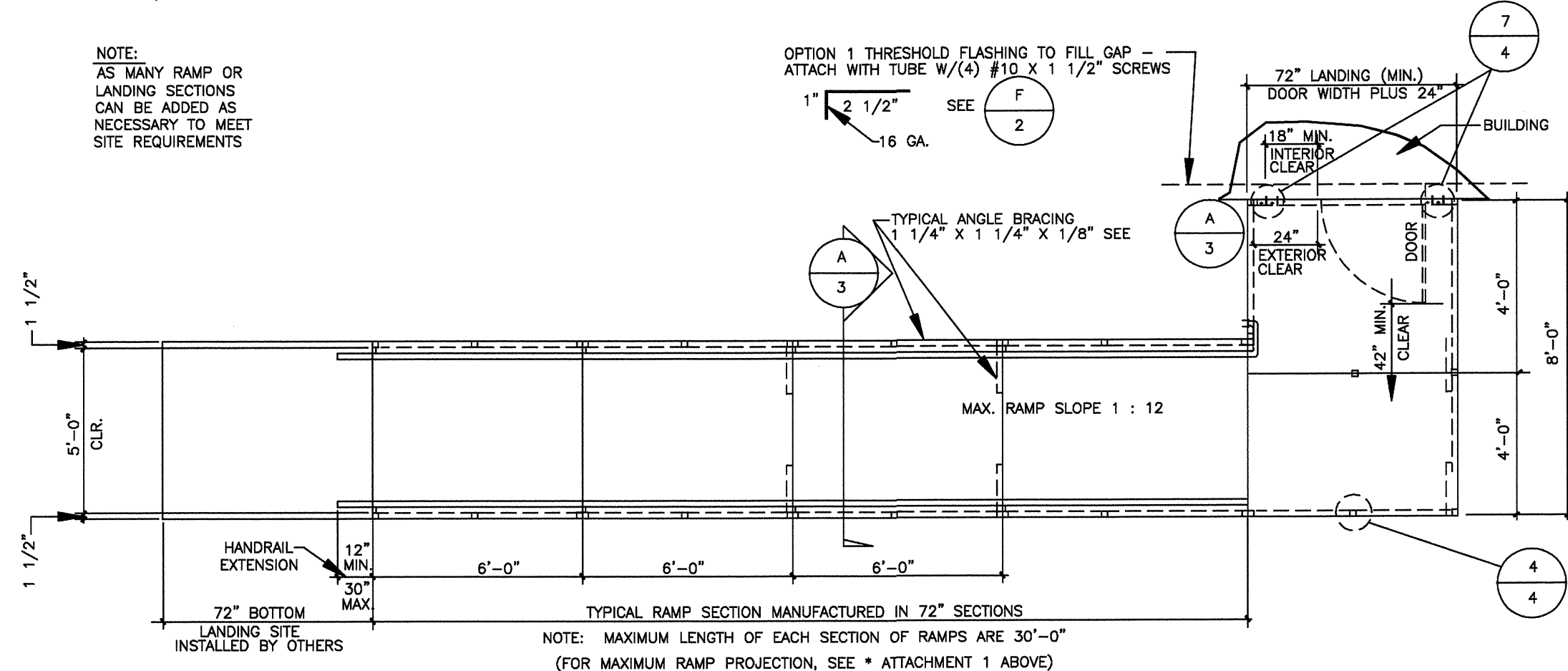
TYPICAL PLAN VIEW OF ACCESSIBLE RAMP & DECK LAYOUT

SCALE: 1/4" = 1'-0"



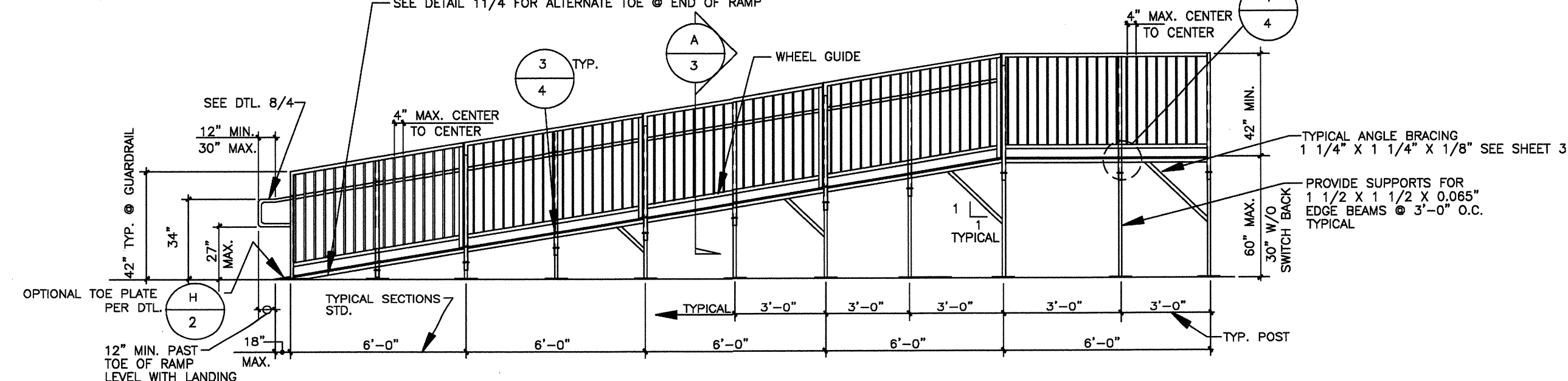
TYPICAL ELEVATION OF ACCESSIBLE RAMP & DECKING 30" OR LESS DESIGN

SCALE: 1/4" = 1'-0"



TYPICAL PLAN VIEW OF ACCESSIBLE RAMP & DECK LAYOUT OVER 30" DESIGN

SCALE: 1/4" = 1'-0"



TYPICAL ELEVATION OF ACCESSIBLE RAMP & DECKING

SCALE: 1/4" = 1'-0"

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MEMBER
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ASSOCIATION OF CALIFORNIA
AMERICAN CONCRETE
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(809) 613-0234
Fax(909) 613-0238

ACCESSIBLE RAMP ELEVATIONS
& PLAN VIEWS

TMP SERVICES
2929 KANSAS AVE.
RIVERSIDE, CA 92507
PHONE: (951)213-3900
FAX: (951)213-3997

STATE OF CALIFORNIA

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NOTICE OF INTENT

TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918

Praxair Cylinder Storage, AP-18-1341 (AD).

This is a request for administrative design review approval of plans to construct an approximately 7,000-square-foot, secure cylinder storage facility at 1930 Loveridge Road in the IG (General Industrial) District. Assessor's Parcel No. 073-190-035. The facility would consist of a double-tiered bulk storage area, covered canopy cylinder storage area, and utilities which would extend over a portion of the Los Medanos Wasteway. The facility is required to expand Praxair's ability to provide local customers with timely deliveries of industrial gases.

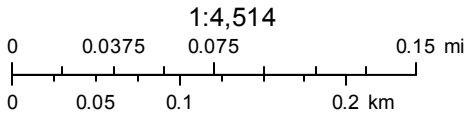
This project is eligible for delegation to staff under Category 8 (Ancillary Structures), pursuant to Planning Commission Resolution No. 9918. Projects eligible for delegation under this category are limited to structures in any district where visual impacts are minimal, including miscellaneous mechanical equipment associated with legal uses in industrial districts.

Attachment 1 - Location Map



6/7/2018, 9:49:47 AM

- Zoning
- CCC Housing Authority
- Parcel
- Caltrans ROW
- City Limits



Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

UTILITY NOTE: THE UTILITY LINES SHOWN ON THIS DRAWING ARE DERIVED FROM SURFACE OBSERVATION AND ARE APPROXIMATE ONLY. ACTUAL LOCATION AND SIZE, TOGETHER WITH PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS DRAWING SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY EXCAVATION.

TO CONCORD

PROJECT SITE

LOVERIDGE RD

E LELAND RD

CALIFORNIA HIGHWAY 5

TO ANTIOCH

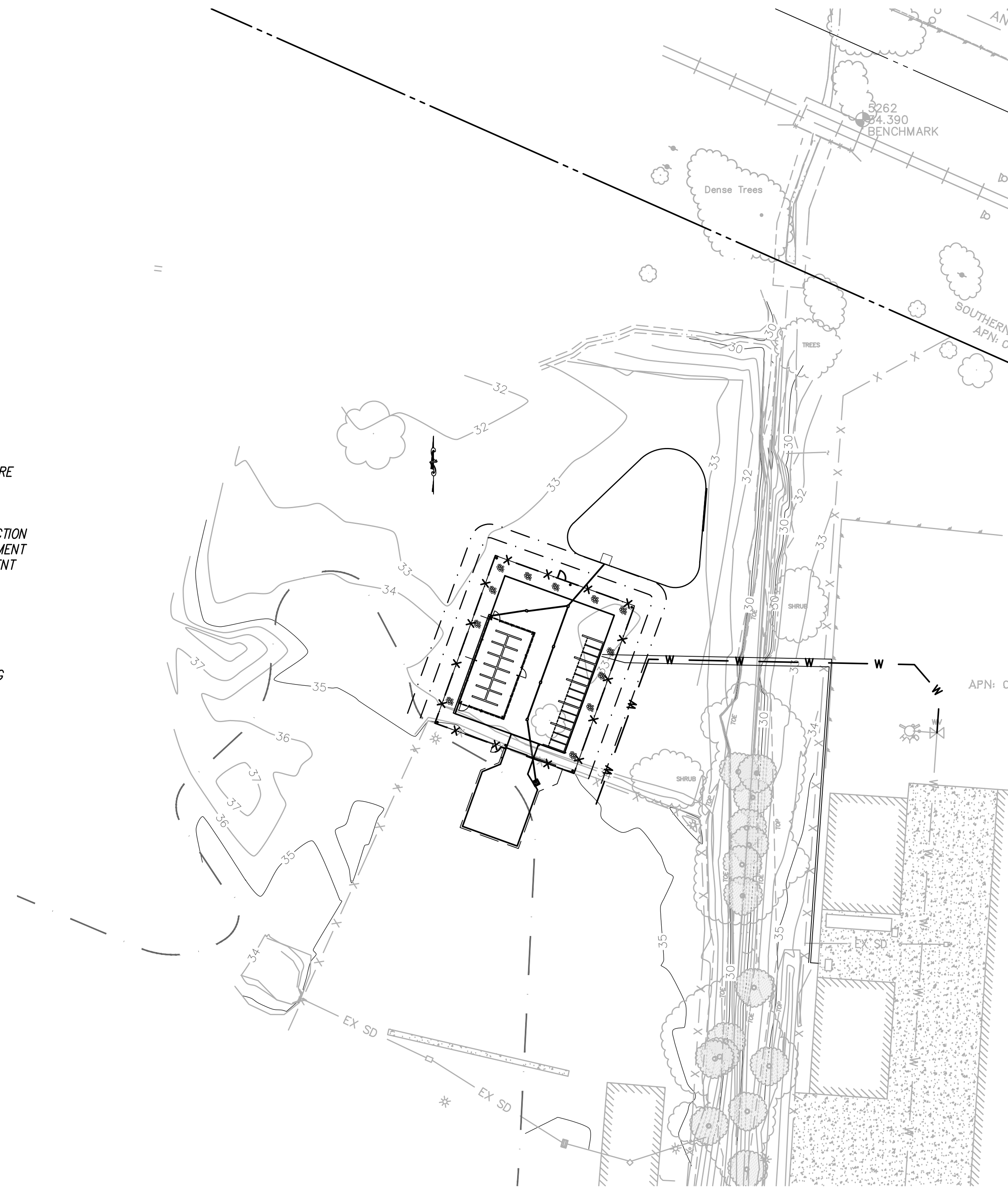
VICINITY MAP
NOT TO SCALE

	<i>SANITARY SEWER MANHOLE</i>
	<i>STORM DRAIN MANHOLE</i>
	<i>WATER VALVE</i>
	<i>FOUND REBAR/CAP AS NOTED</i>
	<i>LIGHT POLE</i>
	<i>ADJACENT WATER LINE</i>
	<i>FLOOD ZONE BOUNDARY</i>
	<i>GRADE BREAK</i>
	<i>EXISTING CHAINLINK FENCE</i>
	<i>EXISTING WATER LINE</i>
	<i>EXISTING STORM DRAIN PIPE</i>
	<i>EXISTING ELECTRIC CABLE</i>
	<i>EXISTING SANITARY SEWER LINE</i>
	<i>EXISTING GAS LINE</i>
	<i>EXISTING BUILDING</i>
	<i>CRUSHED ROCK PER SPECS, SHEET C3</i>
	<i>PROPOSED 6" CONC OVER 6" AB #4 REBAR 16" O.C. E.W.</i>
	<i>PROPOSED WATER LINE</i>
	<i>PROPOSED POWER & COMMS</i>
	<i>PROPOSED STORM DRAIN LINE</i>
	<i>PROPOSED CHAIN LINK FENCE</i>

AB	AT
ABS	AGGREGATE BASE
AC	ACRYLONITRILE BUTADIENE STYRENE
AHU	ASPHALT CONCRETE
ARV	AIR HANDLING UNIT
BC	AIR RELEASE VALVE
BCR	BEGINNING OF CURVE
BDRY	BEGIN CURB RETURN
BO	BOUNDARY
BLDG	BLOW OFF
BW	BUILDING
BVC	BOTTOM OF WALL @ FINISHED GRADE
BVCS	BEGIN VERTICAL CURVE
CB	BEGIN VERTICAL CURVE STATION
C&G	CATCH BASIN
CIPP	CURB AND GUTTER
CL, C/L	CURB IN PLACE PIPE
C.O.	CENTER LINE
CMP	CLEAN OUT
COMMS	CORRUGATED METAL PIPE
CONC	COMMUNICATIONS
CONST	CONCRETE
CR	CONSTRUCT
CT	CURB RETURN
DET	COURT
DI	DETAIL
DIP	DRAIN INLET
DLR	DUCTILE IRON PIPE
DR	DRIP LINE RADIUS
DWY	DRIVE
ELEC	DRIVEWAY
EA	ELECTRICAL
EB	EACH
ECR	ELECTRICAL BOX
EG	END OF CURB RETURN
ELEV	EXISTING GRADE
EP	ELEVATION
EVA	EDGE OF PAVEMENT
EVC	EMERGENCY VEHICLE ACCESS
EVCS	END VERTICAL CURVE
EX, EXIST	END VERTICAL CURVE STATION
E.W.	EXISTING
FF	EACH WAY
FG	FIRE HYDRANT
FL	FINISH FLOOR ELEVATION
FM	FINISHED GRADE
FW	FLOW LINE
G	FORCE MAIN
GB	FACE OF RETAINING WALL
GR	GAS
HP	GRADE BREAK
HR	GRATE
INV	HIGH POINT
JP	HANDICAP RAMP
JT	INVERT
LAT	JOINT POLE
LF	JOINT TRENCH
LME	LATERAL
LP	LINEAR FEET
LT	LANDSCAPE MAINTENANCE EASEMENT
MAX	LOW POINT
MB	LEFT
	MAXIMUM
	MAX/BOX

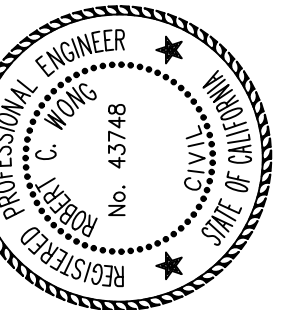
MH
 MIN
 NTS
 NIC
 O.C.
 OE
 O/S
 P
 PAE
 PAV
 PP
 PL, P/L
 PR
 PRC
 PT
 PUE
 PVC
 PVI
 PSDE
 PWLE
 RCP
 RI
 R/W
 R
 RT
 RET.WALL, RW
 S.A.D.
 S.E.D.
 S.L.D.
 S.M.D.
 S.P.D.
 S.S.D.
 SBD
 SD
 SDE
 SDMH
 SHT
 SL
 SO
 STA
 STD
 STR
 SWK
 SS
 SSMH
 SDE
 SSE
 TB
 TC
 TEMP
 THRU
 TI
 TW
 TYP
 TP
 UON
 VERT
 VCP
 W
 WE
 WM
 WV
 WBO

MANHOLE
MINIMUM
NOT TO SCALE
NOT IN CONTRACT
ON CENTER
OVERHEAD ELECTRIC LINE
OFFSET
PAD
PRIVATE ACCESS EASEMENT
PAVEMENT
POWER POLE
PROPERTY LINE
PRIVATE
POINT OF REVERSE CURVATURE
POINT
PUBLIC UTILITY EASEMENT
POLYVINYL CHLORIDE PIPE
POINT OF VERTICAL INTERSECTION
PRIVATE STORM DRAIN EASEMENT
PRIVATE WATER LINE EASEMENT
REINFORCED CONCRETE PIPE
RODDING INLET
RIGHT OF WAY
RADIUS
RIGHT
RETAINING WALL
SEE ARCHITECTURAL DRAWING
SEE ELECTRICAL DRAWING
SEE LANDSCAPE DRAWING
SEE MECHANICAL DRAWING
SEE PLUMBING DRAWING
SEE STRUCTURAL DRAWING
SUBDRAIN
STORM DRAIN LINE
STORM DRAIN EASEMENT
STORM DRAIN MANHOLE
SHEET
SLOPE
SIDE OPENING
STATION
STANDARD
STRUCTURE
SIDEWALK
SANITARY SEWER LINE
SANITARY SEWER MANHOLE
STORM DRAIN EASEMENT
SANITARY SEWER EASEMENT
TOP OF BERM
TOP OF CURB
TEMPORAR
THROUGH
TRAFFIC INDEX
TOP OF WALL
TYPICAL
TOP OF PAVEMENT
UNLESS OTHERWISE NOTED
VERTICAL
VITRIFIED CLAY PIPE
WATER
WATER EASEMENT
WATER METER
WATER VALVE
WATER BLOW OFF



SITE PLAN
NOT TO SCALE

C1	TITLE SHEET
C2	GENERAL NOTES
C3	GRADING AND DRAINAGE PLAN
C4	UTILITY PLAN
C5	STORMWATER CONTROL PLAN
C6	EROSION CONTROL PLAN
C7	DETAILS

[illegible]

APN 073-190-035-3

PITTSBURG

JOB NO	217079
SCALE	AS SHOWN
DATE	6/5/2018
DESIGN	VJD
DRAWN	AX
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OF 7



THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AND THE CITY PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO BEGINNING ANY EXCAVATION IN THE VICINITY OF THE UNDERGROUND FACILITIES.

IMPROVEMENT GENERAL NOTES:

- THE ELEVATION REFERENCE FOR THIS SURVEY IS A CONTRA COSTA COUNTY BENCHMARK, JS1885, DESCRIBED AS "BRONZE DISK STAMPED "C 563 1957" 1.3 MILES EAST ALONG THE SOUTHERN PACIFIC COMPANY RAILROAD FROM THE PITTSBURG STATION, 0.2 MILES EAST OF LOVERIDGE ROAD, AT A WOODEN BRIDGE 50.27 FEET OVER A SMALL CREEK, IN THE TOP OF THE NORTH END OF THE EAST CONCRETE ABUTMENT, 71.5 FEET SOUTH OF THE CENTERLINE OF THE ANTIOCH PITTSBURG HIGHWAY.
ELEV = 37.4 FEET (NAVD 88 DATUM)
2. ALL CONSTRUCTION MATERIALS AND METHODS SHALL COMPLY WITH THE ORDINANCES, SPECIFICATIONS, AND STANDARDS OF THE CITY OF PITTSBURG AND CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
 3. PAVING CONFORMS SHALL BE MADE AT A BUTT JOINT.
 4. ALL UNDERGROUND UTILITIES WITHIN THE RIGHT-OF-WAY, INCLUDING MAINS AND LATERALS, SHALL BE INSTALLED AND BACKFILL COMPLETED PRIOR TO THE START OF CURB AND SIDEWALK CONSTRUCTION.
 5. SHOULD IT APPEAR THAT THE WORK TO BE DONE, OR ANY MATTER RELATIVE THERETO, IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT (PROJECT MANAGER) OF ALIQUOT & ASSOC. AT (925) 476-2300 FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.
 6. IF PAVING AND STORM DRAIN IMPROVEMENTS ARE NOT COMPLETED BY OCTOBER 15, TEMPORARY SILT AND DRAINAGE CONTROL FACILITIES SHALL BE INSTALLED TO CONTROL AND CONTAIN EROSION-CAUSED SILT DEPOSITS AND TO PROVIDE FOR THE SAFE DISCHARGE OF STORM WATERS INTO EXISTING STORM WATER FACILITIES.
 7. THE CONTRACTOR SHALL COMPLY WITH ALL RULES, REGULATIONS AND PROCEDURES OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) FOR MUNICIPAL CONSTRUCTION AND INDUSTRIAL ACTIVITIES AS PROMULGATED BY THE CALIFORNIA STATE WATER RESOURCE CONTROL BOARD OR ANY OF ITS REGIONAL WATER QUALITY CONTROL BOARDS.
 8. AN ENCROACHMENT PERMIT SHALL BE OBTAINED FROM THE PUBLIC WORKS DEPARTMENT FOR ANY WORK PROPOSED IN THE PUBLIC RIGHT OF WAY.
 9. ALL DRAINAGE INLET STRUCTURES SHALL BE MARKED WITH THERMOPLASTIC DECALS LABELLED "NO DUMPING, DRAINS TO BAY".
 10. CONTRACTOR SHALL COMPLY WITH THE RULES AND REGULATIONS OF THE STATE CONSTRUCTION SAFETY ORDER.
 11. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR FINAL GRADE OF CONCRETE UNLESS FORMS ARE CHECKED BY THE ENGINEER PRIOR TO POURING.
 12. IF TOXIC OR CONTAMINATED SOIL IS ENCOUNTERED DURING CONSTRUCTION, ALL CONSTRUCTION ACTIVITY IN THAT AREA SHALL CEASE UNTIL APPROPRIATE ACTION IS DETERMINED AND IMPLEMENTED. THE CONCENTRATIONS, EXTENT OF THE CONTAMINATION AND MITIGATION SHALL BE DETERMINED BY THE CONTRA COSTA COUNTY HEALTH DEPARTMENT.
 13. IF ARCHAEOLOGICAL MATERIALS ARE UNCOVERED DURING CONSTRUCTION, WORK WITHIN 100 FEET OF THESE MATERIALS SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHAEOLOGIST WHO IS CERTIFIED BY THE SOCIETY OF CALIFORNIA ARCHAEOLOGY (SCA) AND/OR THE SOCIETY OF PROFESSIONAL ARCHAEOLOGY (SOPA) HAS AN OPPORTUNITY TO EVALUATE THE SIGNIFICANCE OF THE FIND AND SUGGEST APPROPRIATE MITIGATION MEASURES, SUBJECT TO APPROVAL OF THE PLANNING DIVISION, IF THEY ARE DEEMED NECESSARY. IF HUMAN REMAINS ARE FOUND, THE COUNTY CORONER SHALL BE CONTACTED IMMEDIATELY.
 14. GPS OR CONSTRUCTION LAYOUT WITH USE OF ELECTRONIC FILES. THE APPROVED SET OF PLANS WITH SUBSEQUENT APPROVED CHANGES SUPERSEDES ANY ELECTRONIC FILE OF THE DESIGN OF THIS PROJECT, UNLESS OTHERWISE STATED BY THE ENGINEER IN WRITING. A NUMBER OF LINES AND GRADES SHOWN ON THESE PLANS AND THE ELECTRONIC FILE, WHICH REPRESENTS FINISHED DESIGN, MAY BE ONLY APPROXIMATELY DEPICTED AND ARE NOT TO BE USED FOR CONSTRUCTION LAYOUT WITHOUT APPLYING DIMENSIONS AND PRINCIPLES OF LAND SURVEYING AND ENGINEERING. ONLY AN INDIVIDUAL LICENSED TO PRACTICE LAND SURVEYING OR CIVIL ENGINEERING MAY USE THE ELECTRONIC FILE UPON REQUEST TO THIS OFFICE AND ANY REQUEST FOR THE ELECTRONIC FILE MUST BE ACCOMPANIED WITH A LETTER FROM THE LICENSED INDIVIDUAL TAKING RESPONSIBILITY FOR THE USE OF ELECTRONIC FILES AND STATING THAT HE / SHE IS THE "SURVEYOR IN RESPONSIBLE CHARGE," AS DEFINED BY THE LAND SURVEYOR'S AND PROFESSIONAL ENGINEER'S ACTS, AND THAT HE WILL REMAIN IN RESPONSIBLE CHARGE THROUGHOUT THE CONSTRUCTION OF THE PROJECT. ANY CHANGE IN THE "SURVEYOR IN RESPONSIBLE CHARGE" MUST BE IN WRITING TO THE ENGINEER OF RECORD, ALIQUOT, BEFORE USE OF THE ELECTRONIC FILE MAY CONTINUE.
 15. EARTHWORK QUANTITIES:
CUT = 0 CY
FILL = 1000 CY
IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY EARTH QUANTITIES INDEPENDENTLY TO HIS OWN SATISFACTION PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR COSTS ASSOCIATED WITH DISCREPANCIES IN CUT/FILL EARTH QUANTITIES.

ALIGNMENTS

16. ALIGNMENT OF STORM DRAIN PIPES ARE TO THE CENTER OF STRUCTURE. CONTRACTOR SHALL MAKE ADJUSTMENTS TO THE STRUCTURE SIZE OR ALIGNMENT OF THE PIPE SO PIPES ENTER AT THE WALL OF THE STRUCTURE ACCORDING TO THE STANDARD DETAIL AND SPECIFICATIONS OF THE CONTROLLING AGENCY.
17. DIMENSIONS SHOWN BETWEEN STRUCTURES ARE CENTERLINE-TO-CENTERLINE OF STRUCTURES.
18. DIMENSIONS LOCATING CURB AND GUTTER ARE TO FACE OF CURB.

CONCRETE

19. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR FINAL GRADE OF CONCRETE UNLESS FORMS ARE CHECKED BY THE ENGINEER PRIOR TO POURING.
20. WATER TESTING IS REQUIRED FOR ALL CURB GRADES LESS THAN ONE PERCENT.

UNDERGROUND UTILITIES

21. EXISTING PRIVATE AND PUBLIC UTILITIES SHOWN HEREON REFLECT AVAILABLE RECORD DATA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES WHICH ARE TO REMAIN IN USE, WHETHER OR NOT SHOWN HEREON. THE CONTRACTOR SHALL NOTIFY ALL PUBLIC UTILITY COMPANIES AND OWNERS OF PRIVATE UTILITIES WITHIN THE CONSTRUCTION AREA 48 HOURS PRIOR TO START OF ANY CONSTRUCTION.
22. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AT (800) 227-2600, 48 HOURS PRIOR TO ANY EXCAVATION. THE USA AUTHORIZATION NUMBER SHALL BE KEPT AT THE JOB SITE.

23. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALIQUOT ASSOC., INC. OF ANY DIFFERENCES IN LOCATIONS OF EXISTING UTILITIES SHOWN, OR ANY CONFLICTS WITH THE DESIGN BEFORE CONTINUING WORK IN THAT AREA.
24. THE CONTRACTOR SHALL EXPOSE AND CHECK INVERTS ON EXISTING SEWERS AND VERIFY THAT THERE IS AN ADEQUATE CLEARANCE FOR KNOWN CROSSINGS OF OTHER UTILITIES BEFORE CONSTRUCTING NEW PIPELINES.
25. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE FLOW LINE ELEVATION OF THE EXISTING SEWER AT THE POINT OF CONNECTION AND NOTIFY THE ENGINEER IMMEDIATELY IF MORE THAN 0.10 FOOT OF DIFFERENCE EXISTS FROM THIS PLAN.
26. MANHOLE, WATER VALVE, METER BOX, AND CLEANOUT RIM ELEVATIONS, SHOWN OR NOT SHOWN HEREON, ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE RIMS AND COVERS TO THE FINISHED PAVEMENT GRADE.
27. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ALL NECESSARY UTILITY RELOCATION WITH THE APPROPRIATE UTILITY COMPANIES.
28. OBSTRUCTIONS INDICATED ARE FOR INFORMATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION AND DEPTH WITH THE APPROPRIATE AGENCIES.
29. ANGLE POINTS ON PRESSURIZED WATER DIP SHALL USE EBAA IRON 1100 MEGALUGS. ANGLE POINTS ON PRESSURIZED WATER PVC PIPE SHALL USE EBAA IRON 2000PV MEGALUGS. TRANSITIONS BETWEEN PVC PIPE AND DIP SHALL USE EBAA IRON 15MJ00TD TRU-DUAL MECHANICAL JOINT RESTRAINTS.

STORM SEWER CONSTRUCTION

30. ALL SEWER AND STORM DRAIN CONSTRUCTION SHALL PROCEED FROM THE DOWNSTREAM CONNECTION TO THE UPSTREAM TERMINUS.

DUST CONTROL

31. THE PROJECT SHALL COMPLY WITH THE DUST CONTROL REQUIREMENTS OF THE GRADING ORDINANCE INCLUDING PROVISIONS PERTAINING TO WATER CONSERVATION.
32. ALL MUD OR DIRT CARRIED OFF THE CONSTRUCTION SITE ONTO ADJACENT STREETS SHALL BE SWEEPED EACH DAY. WATER FLUSHING OF SITE DEBRIS OR SEDIMENT OR CONCRETE WASHING IS EXPRESSLY PROHIBITED.

SITE CONSTRUCTION

33. THE SITE SHALL BE MAINTAINED IN AN ORDERLY FASHION FOLLOWING THE CESSATION OF CONSTRUCTION ACTIVITY, ALL CONSTRUCTION DEBRIS SHALL BE REMOVED FROM THE SITE.
34. EXISTING CURB AND SIDEWALK WITHIN THE PROJECT LIMITS DAMAGED OR DISPLACED, EVEN THOUGH NOT PROPOSED TO BE REMOVED, SHALL BE REPAIRED OR REPLACED EVEN IF DAMAGE OR DISPLACEMENT OCCURRED PRIOR TO ANY WORK PERFORMED BY THE CONTRACTOR.
35. THE CONTRACTOR SHALL PROVIDE FOR INGRESS AND EGRESS FOR PRIVATE PROPERTY ADJACENT TO THE WORK AREA THROUGHOUT THE PERIOD OF CONSTRUCTION.
36. PRIOR TO COMMENCEMENT OF ANY WORK ON ADJACENT PROPERTIES, THE OWNER SHALL OBTAIN WRITTEN PERMISSION FROM AFFECTED PROPERTY OWNERS.
37. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING MUD OR OTHER DEBRIS OFF OF THE PUBLIC STREETS ADJACENT TO THE PROJECT. THE PUBLIC STREET SHALL NOT BE USED TO STORE MATERIALS OR TO PARK CONSTRUCTION TRAILERS OR OTHER SUCH VEHICLES FOR EXTENDED PERIODS OF TIME AS PER CITY/COUNTY ORDINANCE.
38. THE CONTRACTOR SHALL PROVIDE EMERGENCY TELEPHONE NUMBERS FOR PUBLIC WORKS, AMBULANCE, POLICE AND FIRE DEPARTMENTS AT THE JOB SITE.
39. THE CONTRACTOR SHALL PROVIDE AT ALL TIMES, LIGHTS, SIGNS, BARRICADES, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY PER CURRENT CALTRANS TRAFFIC CONTROL SPECIFICATIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN PROPER TRAFFIC CONTROL AT ALL TIMES.

DESIGN RESPONSIBILITY

40. ALIQUOT ASSOC., INC. ASSUMES NO RESPONSIBILITY BEYOND THE ADEQUACY OF THE DESIGN CONTAINED HEREIN.

STAKING

41. STAKING FOR GRADING WILL BE PROVIDED BY ALIQUOT ASSOC., INC. 48 HOURS IS REQUIRED PRIOR TO THE TIME THE STAKES ARE REQUIRED. ONE SET OF STAKES WILL BE PROVIDED; ANY ADDITIONAL STAKING COSTS WILL BE AT THE CONTRACTOR'S EXPENSE.
42. SURVEYOR PERFORMING CONSTRUCTION STAKING SHALL VERIFY ALL PROPOSED ELEVATIONS CONFORMING WITH EXISTING PAVEMENT, CURBS & PIPES AND SHALL REPORT ANY VERTICAL ELEVATIONS AND HORIZONTAL DISCREPANCIES TO THE ENGINEER AND CONTRACTOR PRIOR TO CONSTRUCTION.

EXCAVATIONS/TRENCHES

43. EXCAVATIONS SHALL BE ADEQUATELY SHORED, BRACED AND SHEETED SO THAT THE EARTH WILL NOT SLIDE OR SETTLE AND SO THAT ALL EXISTING IMPROVEMENTS OF ANY KIND WILL BE FULLY PROTECTED FROM DAMAGE. ANY DAMAGE RESULTING FROM A LACK OF ADEQUATE SHORING, BRACING OR SHEETING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND HE SHALL EFFECT NECESSARY REPAIRS OR RECONSTRUCTION AT HIS OWN EXPENSE. WHERE THE EXCAVATION FOR A CONDUIT TRENCH, STRUCTURE AND/OR BORING OR JACKING PIT IS FIVE FEET OR MORE IN DEPTH THE CONTRACTOR SHALL CONFORM TO THE APPLICABLE CONSTRUCTION SAFETY ORDERS OF THE DIVISION OF INDUSTRIAL SAFETY OF THE STATE OF CALIFORNIA. THE CONTRACTOR SHALL ALWAYS COMPLY WITH OSHA REQUIREMENTS.

CONSTRUCTION SAFETY REQUIREMENTS

44. CAL-OSHA NOTES:
DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PUBLIC SAFETY AND SAFETY OF EXISTING STRUCTURES. THE CONTRACTOR SHALL PROVIDE ADEQUATE BARRICADES, TRAFFIC CONTROLS, SHORINGS, BRACING AND GUYS IN ACCORDANCE WITH ALL NATIONAL, STATE SPECS, AND LOCAL SAFETY ORDINANCES.

ALL APPLICABLE REQUIREMENTS OF THE CALIFORNIA CONSTRUCTION AND GENERAL INDUSTRY SAFETY ORDERS, THE OCCUPATIONAL SAFETY AND HEALTH ACT, AND THE CONSTRUCTION SAFETY ACT SHALL BE MET.

ALL CONSTRUCTION PROCEDURES SHALL CONFORM TO CAL-OSHA STANDARDS. ANY DEVIATION MUST BE APPROVED BY CAL-OSHA PRIOR TO CONSTRUCTION.

CALIFORNIA COUNCIL OF CIVIL ENGINEERS & LAND SURVEYORS

45. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THE REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL.

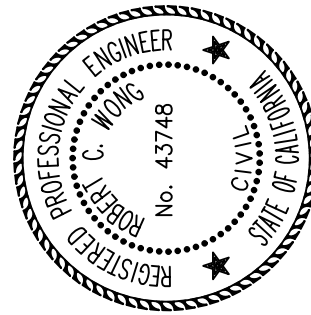
FIELD CHANGES

46. CONTRACTOR SHALL PREPARE SPECIFIC AND DETAILED DRAWINGS OF ALL CONSTRUCTION FIELD ADJUSTMENTS AND CHANGES MADE TO THESE PLANS, AND SUBMIT THESE DRAWINGS AND INFORMATION TO THE ENGINEER OF RECORD FOR THE PURPOSE OF PREPARING AS-BUILT OR RECORD PLANS FOR THIS PROJECT.



ALIUOT
Aliquot Associates, Inc.
1390 S. Main St. - Ste. 310
Walnut Creek, CA 94596
Telephone: (925) 476-2300
Fax: (925) 476-2350

**Planners
Civil Engineers
Surveyors**

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GENERAL NOTES

PRAXAIR

APN 073-190-035-3

CALIFORNIA

CONTRA COSTA COUNTY

PITTSBURG

JOB NO	217079
SCALE	AS SHOWN
DATE	6/5/2018
DESIGN	VJD
DRAWN	AX
APPROVED	

DRAWING NUMBER

C2

2 OF 7



THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AND THE CITY PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO BEGINNING ANY EXCAVATION IN THE VICINITY OF THE UNDERGROUND FACILITIES.

NOTES

1. SEE STRUCTURAL AND ARCHITECTURAL PLANS FOR SITE DIMENSIONS

3/4" CRUSHED ROCK SPECIFICATIONS

1. Aggregate is open graded, hard, durable, and angular, quarry crushed only (no river rock). Do not use recycled drain rock.
2. Los Angeles Abrasion Test (ASTM C 131), abrasion loss shall be no greater than 40.
3. Durability California Test Methods (CTM), CTM 229, Minimum of 40.

3/4" Crushed Screen Rock per Syar Industries, Lake Herman Plant

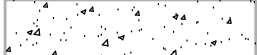
Sieve size	Percent passing
1 inch	100
3/4 inch	89
1/2 inch	15
3/8 inch	4
No. 4	2
No. 8	2

EXECUTION

1. Prior to all work in this section, become thoroughly familiar with the site and subsurface conditions and all portions of the work falling within this section.
2. Roll with a smooth drum vibratory soil compactor, 4 passes or use vibratory plate. Place rock in 12" maximum lifts.

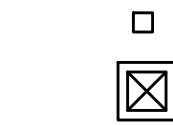


CRUSHED ROCK PER SPECS, THIS SHEET



PROPOSED 6" CONC OVER 6" AB
#4 REBAR 16" O.C. E.W.

LEGEND

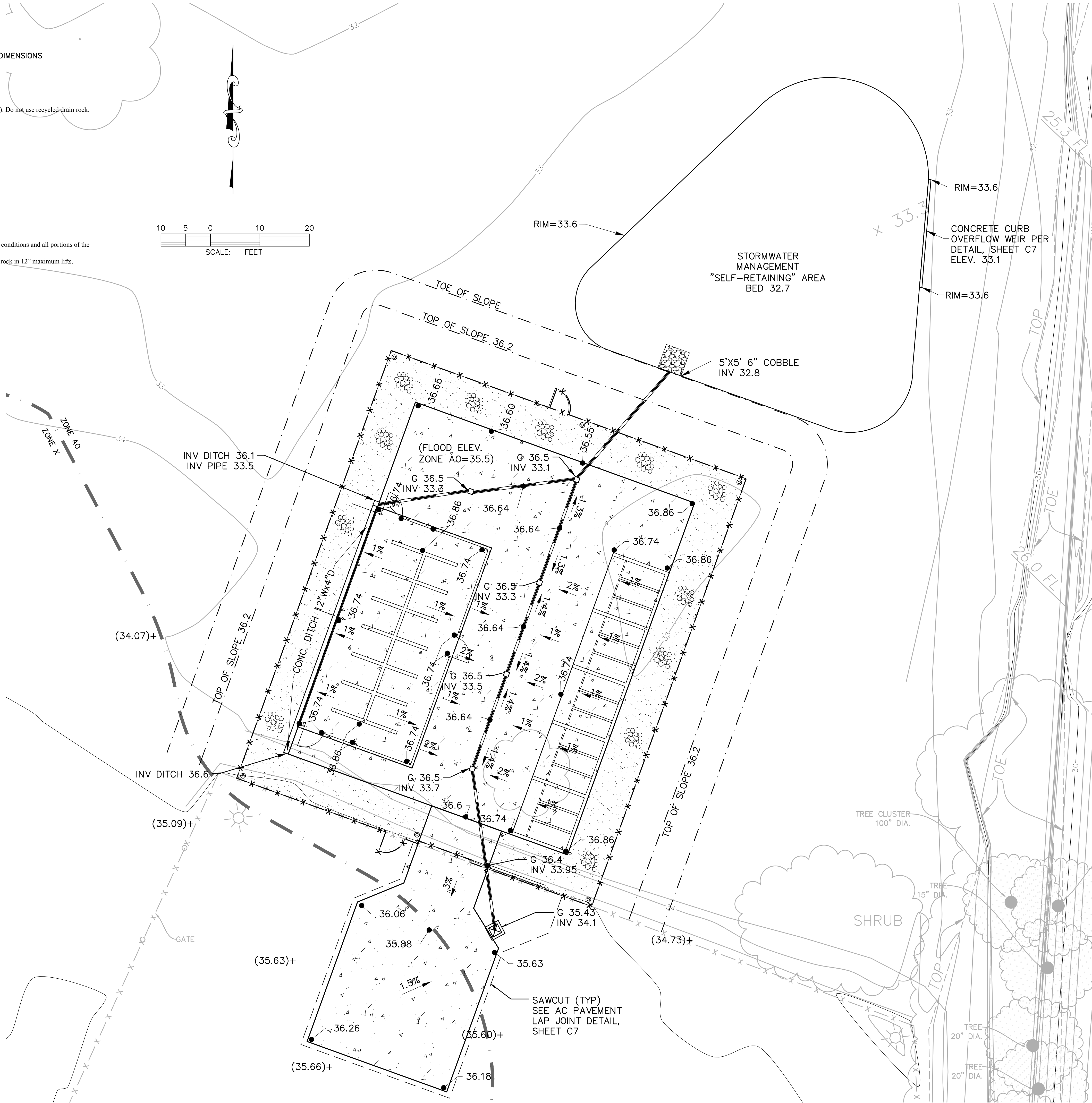


JENSEN 12x12

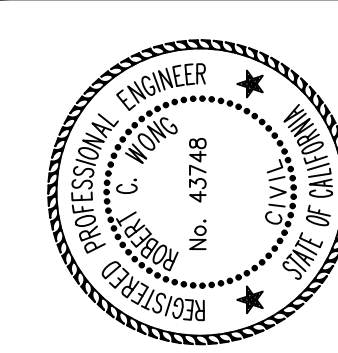
JENSEN 24x24

6" PVC SCH 40

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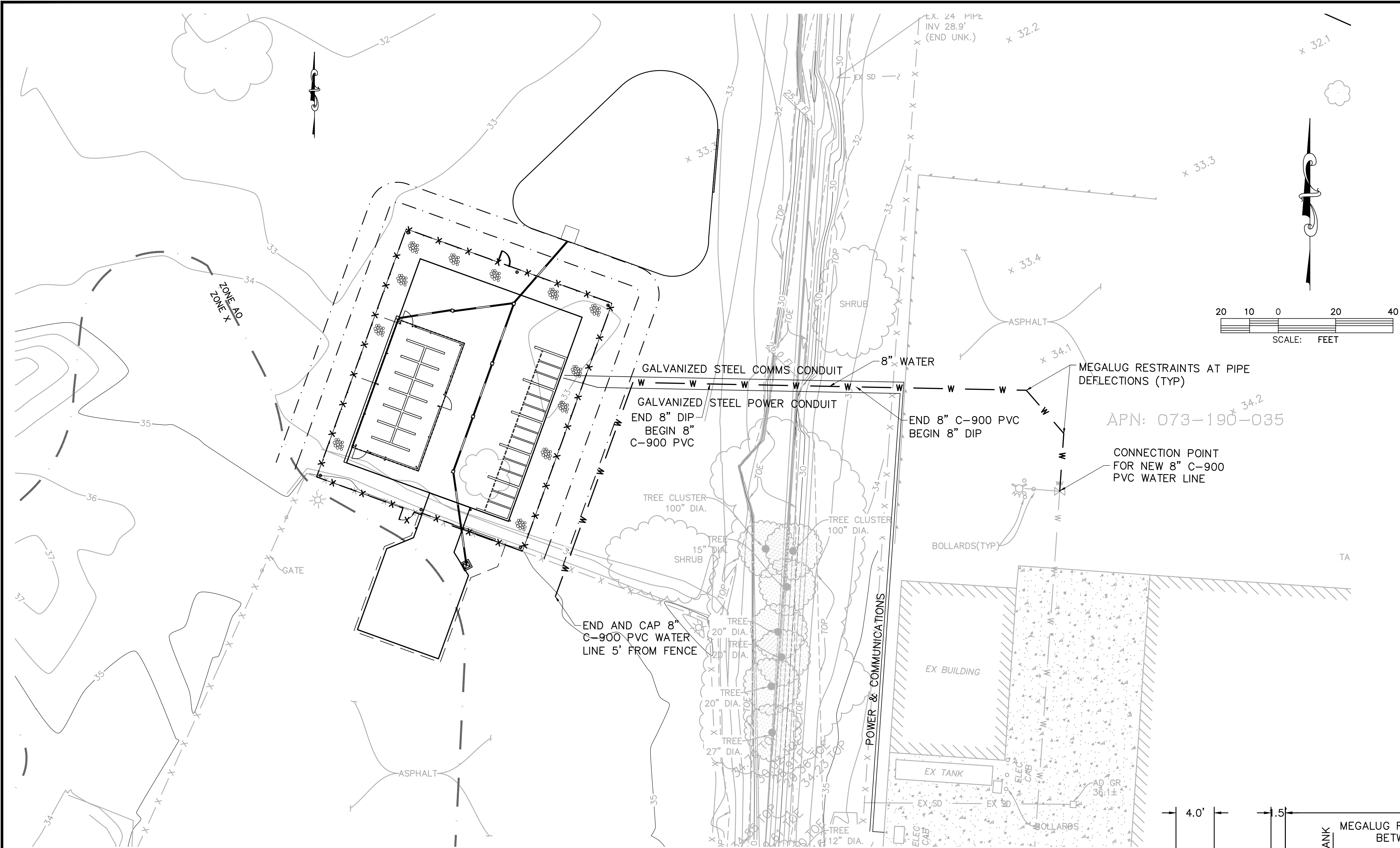
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JOB NO. 217079	SCALE 1"=10'	DATE 6/5/2018	DESIGN VJD	DRAWN MC	APPROVED
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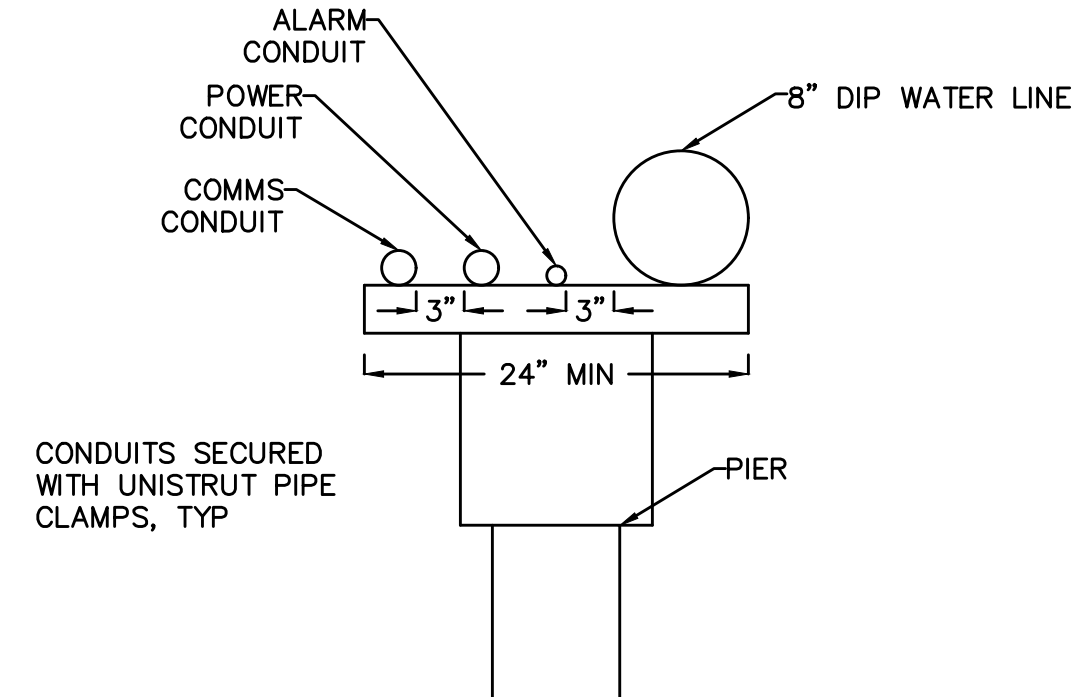
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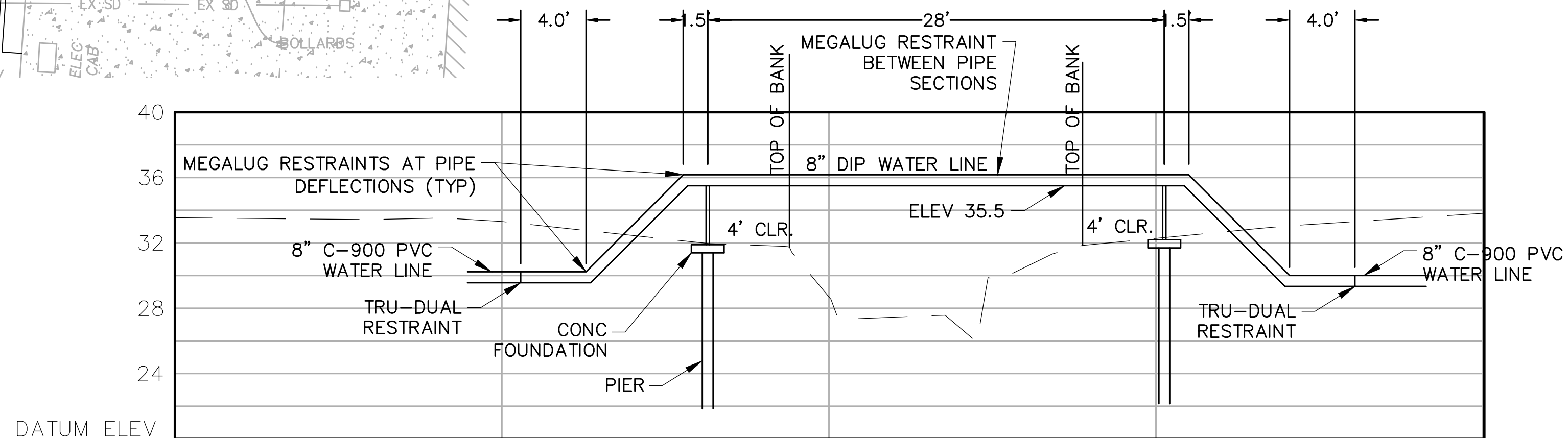


NOTES:

1. SEE GENERAL NOTE NO. 29, SHEET C2, FOR MEGALUG SPECIFICATIONS.
2. 8" WATER PIPE SHALL BE C-900 SDR25 PVC AND 8" DIP.
3. SEE STRUCTURAL PLANS FOR PIPE BRIDGE AND UTILITY ATTACHMENT DETAILS.
4. POWER AND COMMS CONDUITS SHALL BE 4" GALVANIZED STEEL OR AS REQUIRED.



PIPE BRIDGE SECTION
SCALE: 1" = 1'

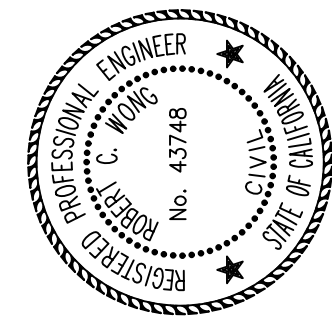


CREEK CROSSING SECTION
SCALE: 1" = 6'



THE CONTRACTOR SHALL NOTIFY
UNDERGROUND SERVICE ALERT AND THE CITY
PUBLIC WORKS DEPARTMENT AT LEAST 48
HOURS (2 WORKING DAYS) PRIOR TO
BEGINNING ANY EXCAVATION IN THE VICINITY
OF THE UNDERGROUND FACILITIES.

NO.	BY	DATE	REVISIONS



UTILITY PLAN
PRAXAIR

APN 073-190-035-3

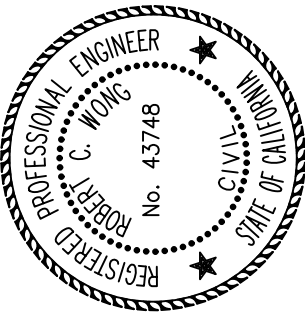
PITTSBURG CONTRA COSTA COUNTY CALIFORNIA

JOB NO. 217079	SCALE AS SHOWN	DATE 6/5/2018	DESIGN VJD	DRAWN MC	APPROVED
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DRAWING NUMBER

C4

4 OF 7

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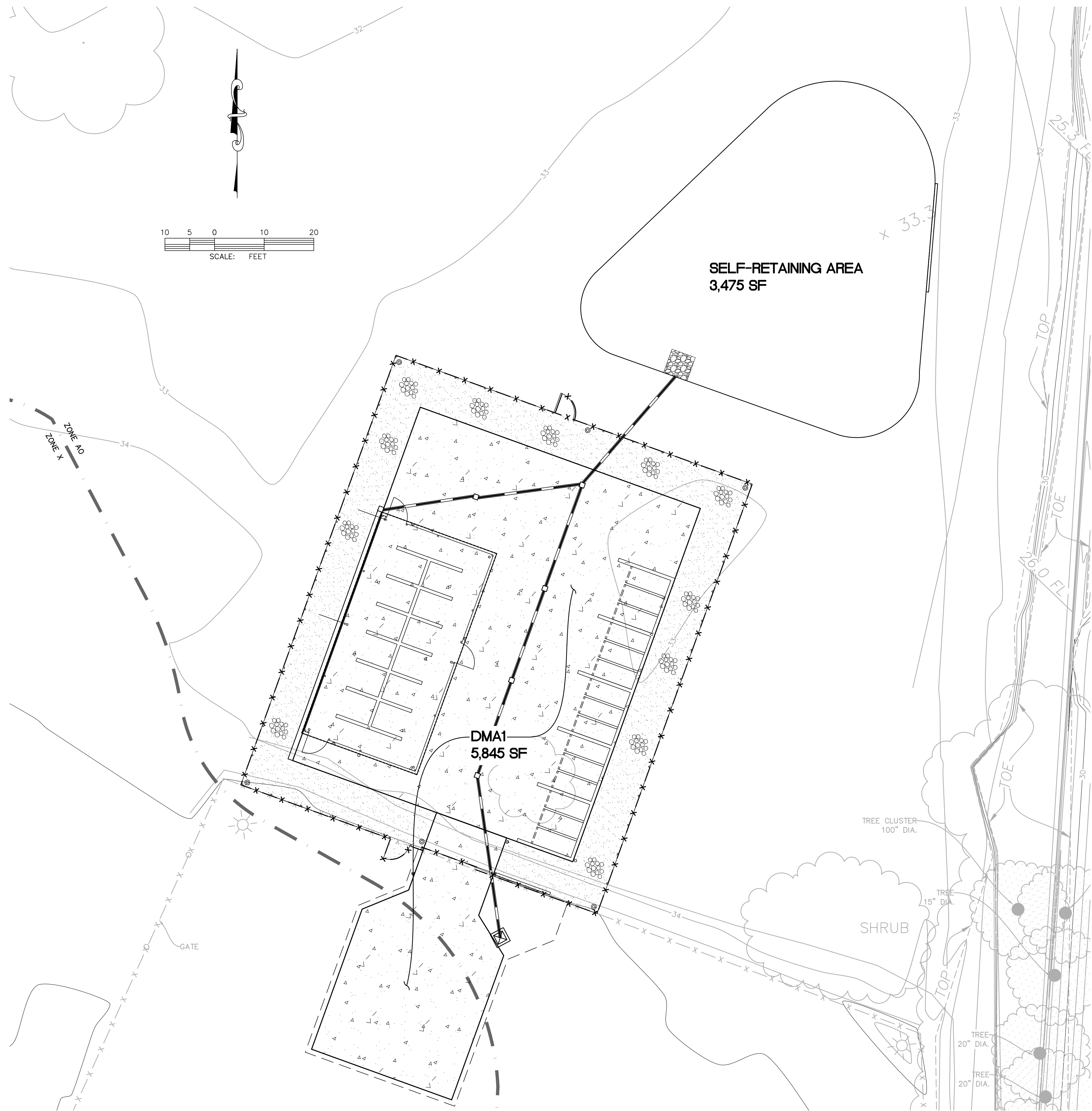
PRAXAIR
APN 073-190-035-3

CONTRA COSTA COUNTY

PITTSBURG

JOB NO	217079
SCALE	1"=10'
DATE	6/5/2018
DESIGN	VJD
DRAWN	AX
APPROVED	

OF 7



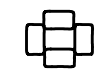
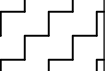
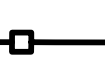
THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AND THE CITY PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO BEGINNING ANY EXCAVATION IN THE VICINITY OF THE UNDERGROUND FACILITIES.

EROSION CONTROL NOTES:

1. TEMPORARY EROSION CONTROL MEASURE DEVICES SHOWN ON THE EROSION CONTROL PLAN WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED WHEN THE QSP SO DIRECTS AS THE WORK PROGRESSES.
2. ALL DEVICES SHOWN ON THE EROSION CONTROL PLAN SHALL BE IN PLACE AT THE END OF EACH WORKING DAY. ALL EROSION CONTROL FACILITIES MUST BE INSPECTED AND REPAIRED BY THE CONTRACTOR AT THE END OF EACH WORKING DAY.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG) "A MANUAL OF STANDARDS FOR EROSION AND SEDIMENT CONTROL MEASURES" AND THE CASQA CALIFORNIA STORMWATER BMP HANDBOOK.
4. ALL LOOSE SOILS AND DEBRIS SHALL BE REMOVED FROM THE STREET AREAS UPON STARTING OPERATIONS AND PERIODICALLY THEREAFTER AS DIRECTED BY THE INSPECTOR. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LADEN RUNOFF TO ANY STORM DRAIN SYSTEM.
5. THE CONTRACTOR SHALL PLACE DRAIN ROCK AS A GRAVEL ROADWAY (6" MINIMUM THICKNESS FOR THE FULL WIDTH AND 50 FEET LONG) AT EACH ROAD ENTRANCE TO THE SITE. ANY MUD THAT IS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THE SAME DAY AS REQUIRED BY THE QSP.
6. ALL EROSION CONTROL MEASURES WILL BE INSPECTED DAILY AND AFTER EACH STORM. BREACHES IN DIKES, STRAW WATTLES OR OTHER EROSION AND SEDIMENT CONTROL FACILITIES WILL BE REPAIRED AT THE CLOSE OF EACH DAY AND WHENEVER RAIN IS FORECAST.
8. ALL GRADED AREAS, INCLUDING, BUT NOT LIMITED TO, CUT AND FILL SLOPES, STREETS, PARKING AREAS, AND BUILDING PADS SHALL BE HYDROSEED PER COUNTY'S REQUIREMENT. SUGGESTED MIX DESIGN FOLLOWS:
- | | |
|------------------------------|----------------|
| "BLANDO BROME" | 40 LBS./ACRE |
| ZORRO FESCUE | 10 LBS./ACRE |
| HYKON ROSE CLOVER | 5 LBS./ACRE |
| CALIFORNIA NATIVE WILDFLOWER | 8 LBS./ACRE |
| SUB-COVER | 9 LBS./ACRE |
| FERTILIZER | 100 LBS./ACRE |
| ORGANIC BINDER | 300 LBS./ACRE |
| STRAW MULCH | 4000 LBS./ACRE |
9. BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES.
10. SANDBAGS OR STRAW BALES SHALL BE STOCKPILED ON SITE AND PLACED AT INTERVALS SHOWN ON EROSION CONTROL PLANS, WHEN THE RAIN FORECAST IS 40% OR GREATER.
11. SANDBAGS REFERRED TO IN THE PRECEDING ITEMS MUST BE FULL-APPROVED SANDBAG FILL MATERIALS ARE DECOMPOSED GRANITE AND/OR GRAVEL.
12. WHEN DIRECTED BY THE QSP, A 12-INCH BERM SHALL BE MAINTAINED ALONG THE TOP OF THE SLOPE OF THOSE FILLS ON WHICH GRADING IS NOT IN PROGRESS.
13. PROVIDE VELOCITY CHECK DAMS IN ALL UNPAVED STREETS AT THE INTERVALS INDICATED BELOW IN NOTE #14. VELOCITY CHECK DAMS MAY BE CONSTRUCTED OF SANDBAGS OR OTHER EROSION RESISTANT MATERIALS APPROVED BY THE INSPECTOR, AND SHALL EXTEND COMPLETELY ACROSS THE STREET OR CHANNEL AT RIGHT ANGLES TO THE CENTERLINE. EARTH DIKES MAY NOT BE USED AS VELOCITY CHECK DAMS.

14. PROVIDE VELOCITY CHECK DAMS IN ALL UNPAVED GRADED CHANNELS AT THE INTERVALS INDICATED BELOW:
- | | |
|------------------|----------|
| GRADE OF CHANNEL | INTERVAL |
| LESS THAN 3% | 100 FEET |
| 3% TO 6% | 50 FEET |
| OVER 6% | 25 FEET |
15. SEWER OR STORM DRAIN TRENCHES THAT ARE OUT THROUGH BASIN DIKES OR BASIN INLET DIKES, SHALL BE PLUGGED WITH SANDBAGS FROM TOP OF PIPE TO TOP OF DIKE. SEWER LINES SHALL FIRST BE ENCASED IN CONCRETE BEFORE SANDBAGS ARE PLACED.
16. ALL OPEN UTILITY TRENCHES SHALL BE BLOCKED AT THE PRESCRIBED INTERVALS FROM THE BOTTOM TO TOP WITH A DOUBLE ROW OF SANDBAGS PRIOR TO BACKFILL. SEWER TRENCHES SHALL BE BLOCKED AT THE PRESCRIBED INTERVALS WITH A DOUBLE ROW OF SANDBAGS EXTENDING DOWNWARD, TWO SANDBAGS FROM THE GRADED SURFACE OF THE STREET. SANDBAGS ARE TO BE PLACED WITH ALTERNATE HEADER AND STRETCHER COURSES. THE INTERVALS PRESCRIBED BETWEEN SANDBAG LOCKING SHALL DEPEND ON THE SLOPE OF THE GROUND SURFACE, BUT NOT EXCEED THE FOLLOWING:
- | | |
|-----------------|-------------|
| GRADE OF STREET | INTERVAL |
| LESS THAN 2% | AS REQUIRED |
| 2% TO 6% | 100 FEET |
| 6% TO 10% | 50 FEET |
| OVER 10% | 25 FEET |
17. AFTER STORM DRAIN, SANITARY SEWER AND UTILITY TRENCHES ARE BACKFILLED AND COMPACTED, THE SURFACES OVER SUCH TRENCHES SHALL BE MOUNDED SLIGHTLY TO PREVENT CHANNELING OF WATER IN THE TRENCH AREA. CARE SHOULD BE EXERCISED TO PROVIDE FOR CROSS FLOW AT FREQUENT INTERVALS WHERE TRENCHES ARE NOT ON THE CENTER LINE OF A CROWNED STREET.
18. THIS PLAN MAY NOT COVER ALL THE SITUATIONS THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS OR IN EXTREME STORM CONDITIONS THE CONTRACTOR MAY USE STRAW WATTLES, SAND BAGS TO SECURE THESE EROSION CONTROL MEASURES AND VARIATIONS.
19. THE CONTRACTOR SHALL KEEP AN EMERGENCY PHONE NUMBER OF CREW CAPTAIN THAT WILL HANDLE EMERGENCIES.
20. THE CONTRACTOR SHALL ASSIGN STAND-BY CREWS 24 HOURS SEVEN DAYS PER WEEK TO BE CALLED TO WORK DURING EACH RAINSTORM EMERGENCY.
21. AS A PART OF THE EROSION CONTROL MEASURES, UNDERGROUND STORM DRAIN FACILITIES SHALL BE COMPLETELY INSTALLED AS SHOWN ON THE IMPROVEMENT PLANS.
22. SEDIMENT TRAPS SHALL BE CLEANED OUT FREQUENTLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CLEAN THE DESILTING BASINS AND THE SEDIMENT TRAPS.
23. EROSION CONTROL STRUCTURES SHALL BE ADJUSTED BY THE CONTRACTOR TO REFLECT ALL CHANGES IN DRAINAGE AS ROAD IS BEING INSTALLED.
24. STOCKPILES OF TRENCH SPOILS, DEBRIS, SOIL, SAND OR OTHER MATERIALS SHALL BE COVERED OR REMOVED AS SOON AS PRACTICAL.
25. TEMPORARY STOCKPILES OF SUPPLIES ON SITE NECESSARY TO HANDLE EMERGENCY FIELD CONDITION SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES.
26. VEHICLE AND EQUIPMENT STORAGE AREA LOCATION MAY CHANGE DURING CONSTRUCTION STAGES.

LEGEND

- ~ ~ ~ ~ ~ STRAW WATTLE PER DETAIL, SHEET C7
-  INLET PROTECTION PER DETAIL, SHEET C7
-  STABILIZED CONSTRUCTION ENTRANCE PER DETAIL, SHEET C7
-  WHEEL WASH STATION
-  SNOW FENCE
-  GENERAL CONSTRUCTION MATERIALS STORAGE AREA

IMPLEMENT ALL EROSION AND SEDIMENT CONTROLS PER CASQA STORMWATER BMP HANDBOOK

IMPLEMENT AS NEEDED AND WHEN APPROPRIATE:

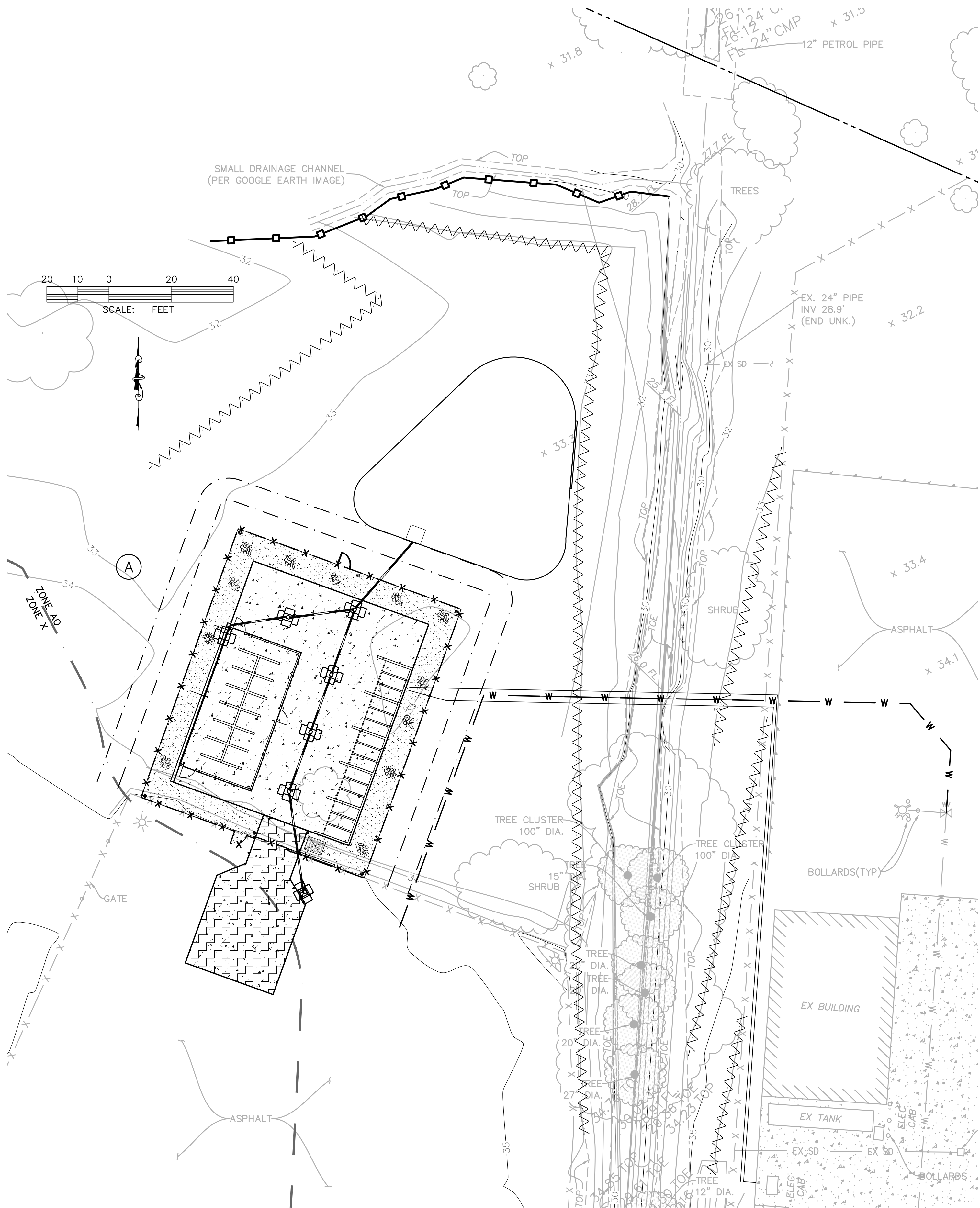
1. SILT FENCES AROUND SITE PERIMETER
2. GRAVEL BAGS SURROUNDING CATCH BASINS
3. FILTER FABRIC OVER CATCH BASINS
4. COVERING OF EXPOSED STOCKPILES
5. CONCRETE WASHOUT AREAS
6. STABILIZED ROCK/GRAVEL DRIVEWAYS AT POINTS OF EGRESS
7. VEGETATION, HYDROSEEDING, OR OTHER SOIL STABILIZATION METHOD

TASKS THAT NEED PERFORMING ROUTINELY:

1. SWEEP STREET
2. CLEAN STORM DRAIN CATCH BASIN

NOTE:

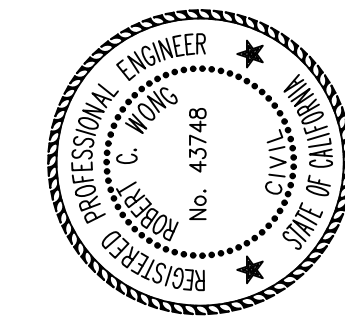
1. HYDROSEED ALL FINISHED GRADED AREAS.
2. CONTRACTOR TO PROVIDE MEANS OF DISPOSING RESIDUAL CONCRETE OFF-SITE.



THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AND THE CITY PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO BEGINNING ANY EXCAVATION IN THE VICINITY OF THE UNDERGROUND FACILITIES.

ALIQUOT
Aliquot Associates, Inc.
1390 S. Main St. - Ste. 310
Walnut Creek, CA 94596
Telephone: (925) 476-2300
Fax: (925) 476-2350

Planners
Civil Engineers
Surveyors

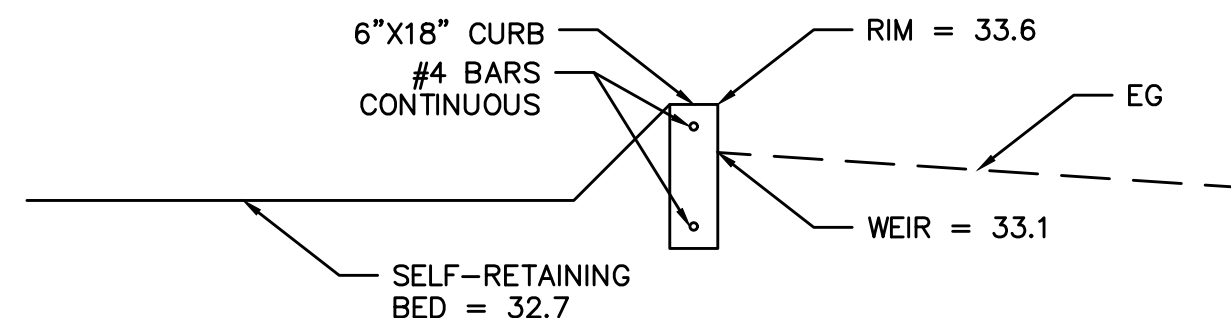


EROSION CONTROL PLAN
PRAXAIR
APN 073-190-035-3

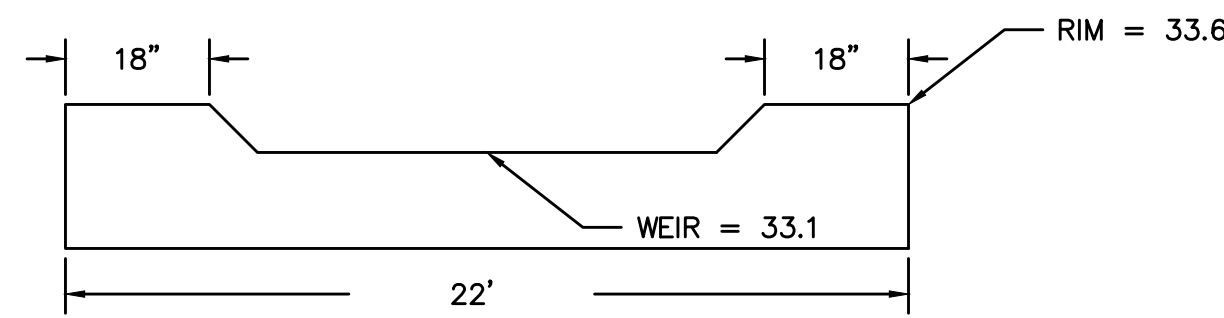
CALIFORNIA
CONTRA COSTA COUNTY
PITTSBURG

JOB NO. 217079	SCALE 1"=20'	DATE 6/5/2018	DESIGN VJD	DRAWN AX	APPROVED
DRAWING NUMBER					
C6					
6 OF 7					

FILE: P:\217\217079\00\Drawings\Engineering\Improvement Plans\217079 Grading Plan.dwg PLOT DATE: 6/5/2018 11:18 AM BY: Adam Xu

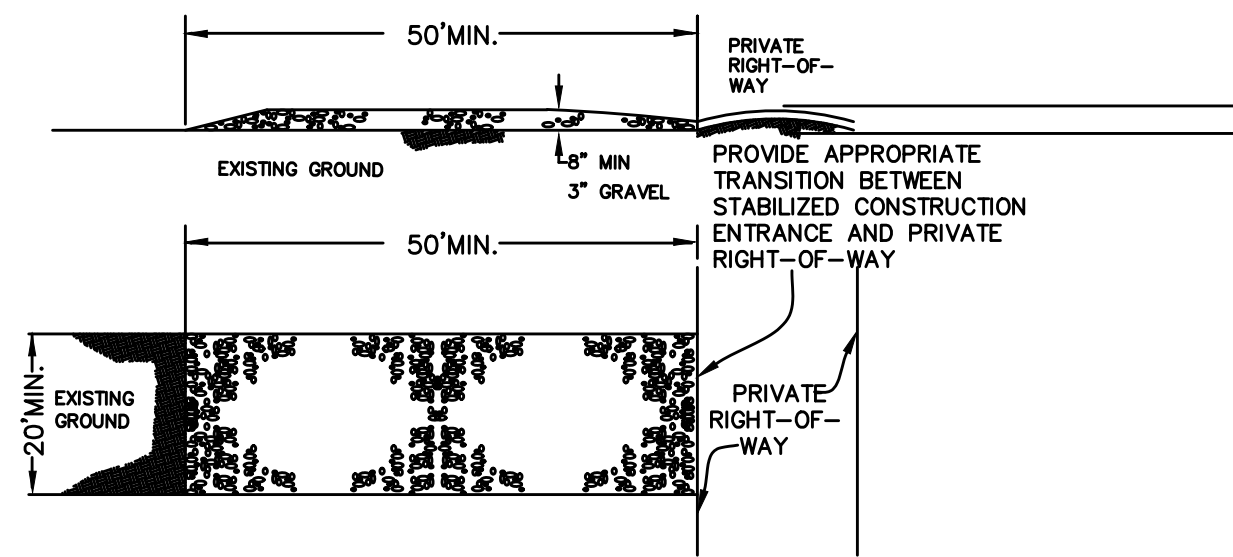


SECTION VIEW



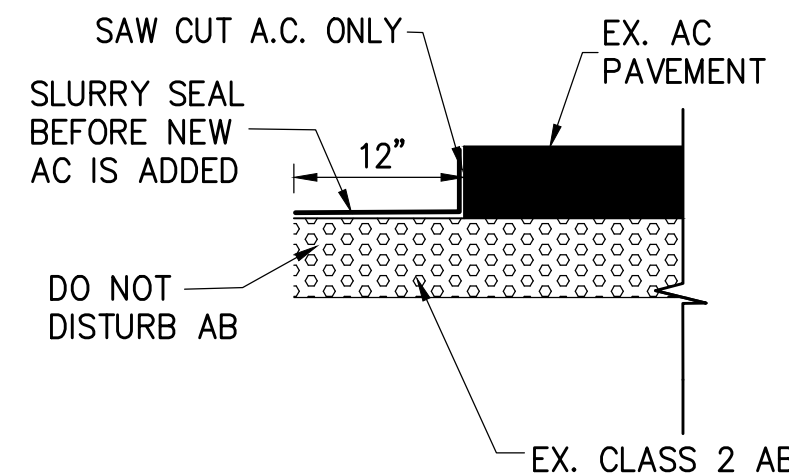
PROFILE VIEW

CONCRETE CURB OVERFLOW WEIR
NOT TO SCALE



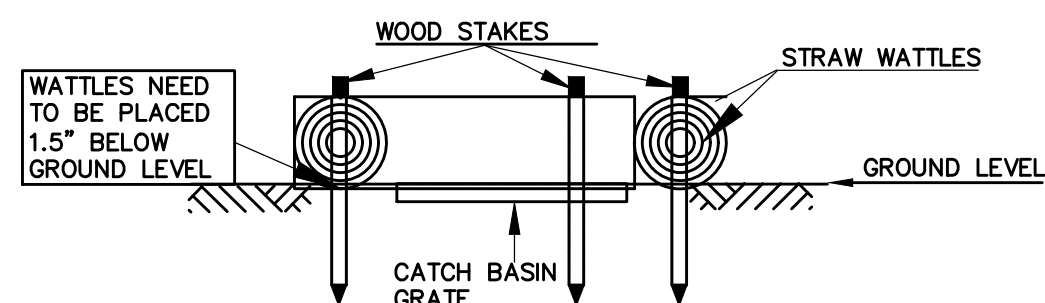
STABILIZED CONSTRUCTION ENTRANCE

N.T.S.

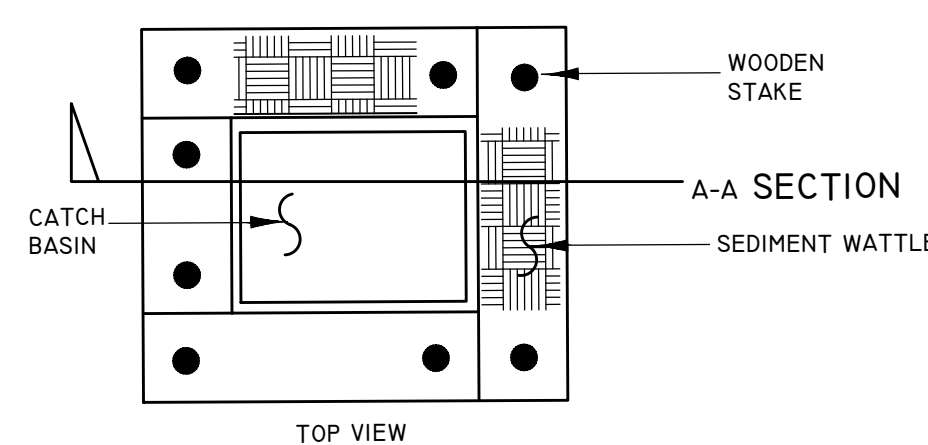


AC PAVEMENT LAP JOINT

NTS



A-A SECTION VIEW



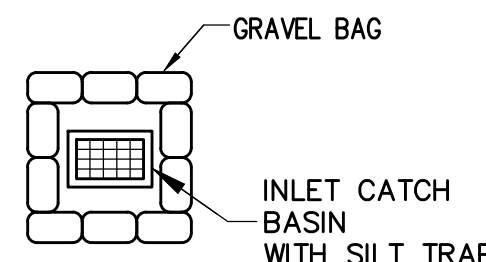
TOP VIEW

SEDIMENT WATTLE

NOT TO SCALE

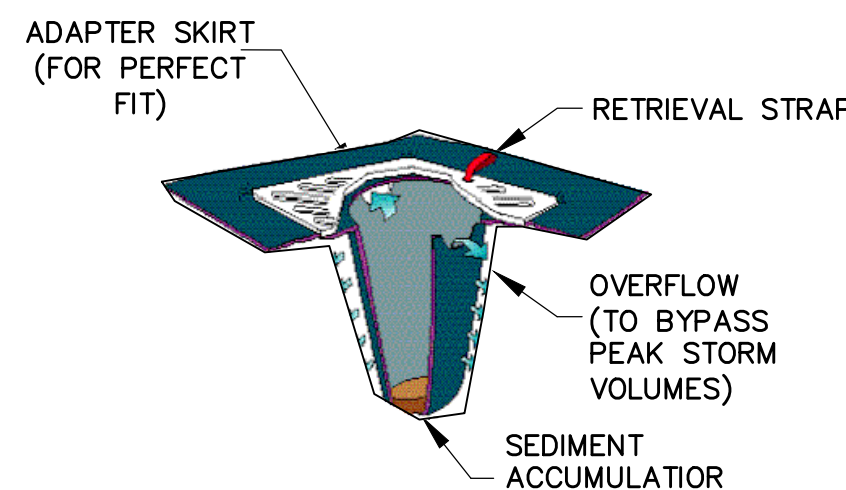
INLET PROTECTION DETAILS

NOT TO SCALE



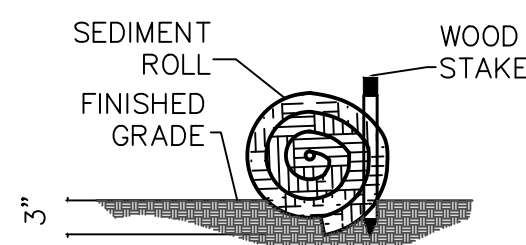
INLET PROTECTION DETAIL

NOT TO SCALE

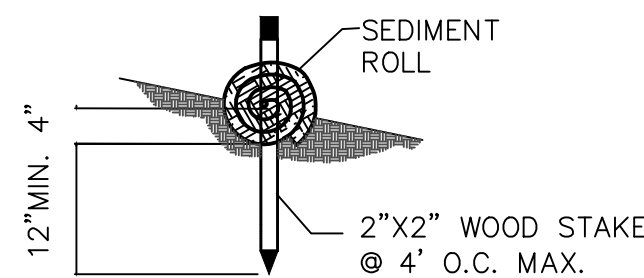


SILT TRAP DETAIL

NOT TO SCALE



ENTRENCHMENT DETAIL IN FLAT AREA



ENTRENCHMENT DETAIL IN SLOPED AREA

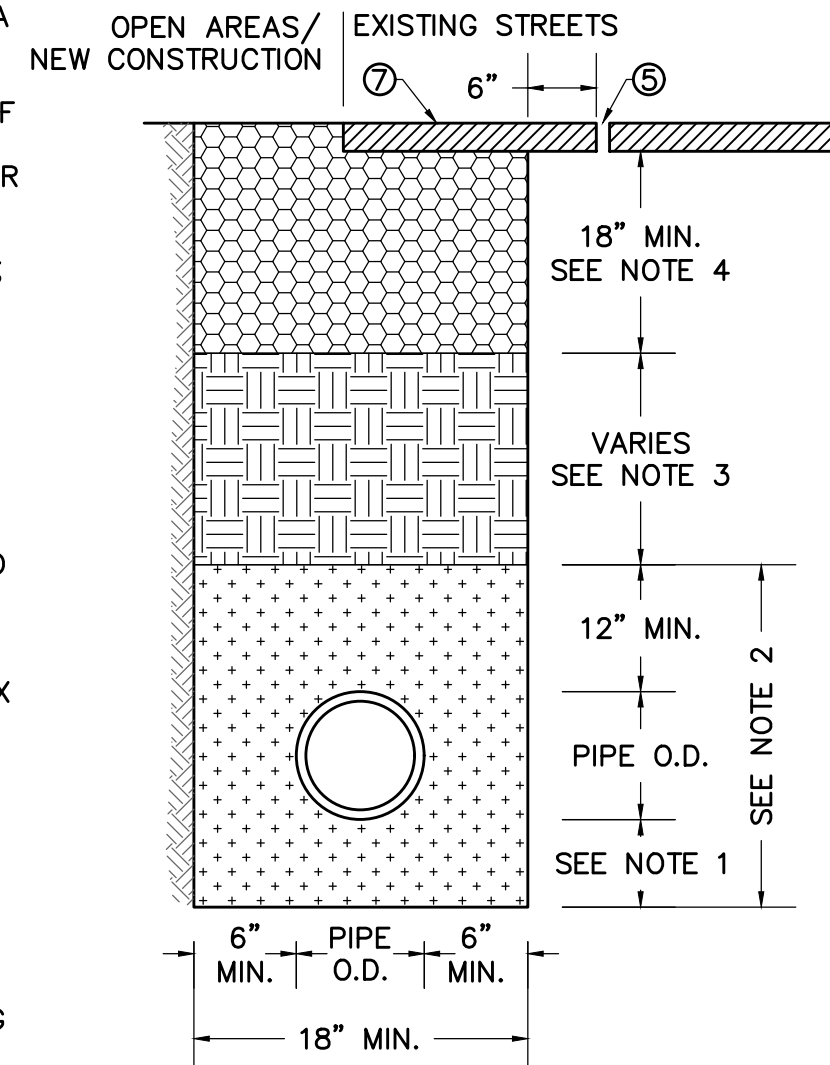
STRAW WATTLE SHALL BE PLACED ON ALL GRADED SLOPES SEE SWPPP APPENDIX H, SE-5 FOR IMPLEMENTATION

STRAW WATTLE INTERVALS PER THE FOLLOWING:
SLOPE>2:1 -> EVERY 10 FT ON SLOPE
SLOPE<2:1 > 4:1 EVERY 15 FT ON SLOPE
SLOPE<4:1 EVERY 20 FT ON SLOPE
& AT THE TOP OF ALL GRADED SLOPES

STRAW WATTLE DETAILS

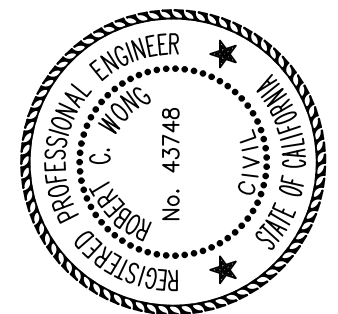
NOT TO SCALE

- 1/8 PIPE O.D., 4" MIN.
- BEDDING SHALL BE CRUSHED AGGREGATE BASE, 3/4" MAX. SIZE COMPACTED TO A RELATIVE COMPACTION OF 90%.
- SELECT MATERIAL MAY BE COMPRISED OF NATIVE MATERIALS, PROVIDED HOWEVER, THAT IT IS FREE OF ORGANIC AND OTHER CONTAMINANTS, AND THAT 100% OF IT PASSES THE 3 INCH SEIVE. COMPACTION IN PLACE SHALL BE NO LESS THAN 90% RELATIVE COMPACTION AND CAN BE ACCOMPLISHED BY MECHANICAL MEANS.
- THE UPPER 18" OF BACKFILL IN STREET AREAS SHALL BE CRUSHED AGGREGATE BASE COMPACTED TO A RELATIVE COMPACTION OF 95%.
- PAVEMENT CUT SHALL BE STRAIGHT AND NEAT.
- TEMPORARY PAVING SHALL CONSIST OF AT LEAST ONE INCH OF COLD PLANT MIX PLACED ON THE SAME DAY AND MAINTAINED UNTIL THE FINAL PATCH IS MADE.
- FINAL PAVING THICKNESS SHALL MATCH THE EXISTING, HOWEVER A MINIMUM OF 2" IS REQUIRED.
- TRENCHES WITH DEPTHS GREATER THAN 5' SHALL REQUIRE SHORING CONFORMING WITH OSHA REQUIREMENTS.
- TRENCHES IN EXISTING ROADWAYS OR DRIVEWAYS TO BE BACKFILLED WITH 100% CRUSHED AGGREGATE BASE (SEE NOTE 1 FOR SPECIFICATION).



TRENCH BACKFILL

NO SCALE



DETAILS
PRAXAIR

APN 073-190-035-3

CALIFORNIA

CONTRA COSTA COUNTY

PITTSBURG



THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AND THE CITY PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO BEGINNING ANY EXCAVATION IN THE VICINITY OF THE UNDERGROUND FACILITIES.

JOB NO. 217079	SCALE AS SHOWN	DATE 6/5/2018	DESIGN VJD	DRAWN AX	APPROVED
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DRAWING NUMBER

New Materials
Open Storage Yard
and
Open Storage Canopy

Praxair Distribution, Inc.
1930 Loveridge Rd.
Pittsburg, CA

Construct New OPEN STORAGE COMPOUND

Praxair Distribution, Inc. 1930 Loveridge Road Pittsburg, California

ABBREVIATIONS

& @ *	AND AT FEET ANCHOR BOLT ACI ADJ AISC	IN INSUL INT JB J-/JST. LAM LAV LB. MAX. MB MECH. MFG. MIN. MISC. MTL. (N) NEC N.I.C. N.T.S. O.C. O.H. PERF. PLAST. PR. PSF PSI PT (R) REQ'D. SC SECT. S.F. SER. SHT. SIM. S.S. SS STD. STL. ST. SUP. FIN FLASH F.O.C. F.O.F. F.O.S. FTG GA G.I. GYP GL. GR OSM HC HDR HM	INCHES INSULATION INTERIOR JUNCTION BOX JOIST LAMINATE LAVATORY POUND MAXIMUM MACHINE BOLT MECHANICAL MANUFACTURER MINIMUM MISCELLANEOUS METAL NEW NAT. ELECT. CODE NOT IN CONTRACT NOT TO SCALE ON CENTER OVERHEAD/OVERHANG PERFORATED PLASTIC PAIR POUNDS/SQ. FT. POUNDS/SQ. IN. PRESSURE TREATED REMOVE REQUIRED SOLID CORE (DR.) SECTION SQUARE FOOT SERVICE SHEET SIMILAR STAINLESS STEEL SERVICE SINK SEE STRUCT. DWGS. STEEL STREET SUPPLY SWITCH TELEPHONE TEMPERED TONGUE & GROOVE THICK TOP OF SLAB TOP OF PLATE TYPICAL UNLESS NOTED OTHERWISE VERT. W/ WC WD. WIND. WI W/O WP YD.
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SYMBOLS

	DETAIL NUMBER SHEET		WORK POINT
	SECTION SYMBOL		SHEET NOTE
	INTERIOR ELEV.		WINDOW MARK
	GRID LINE		WALL CONSTRUCTION
			NUMBERED NOTE
			REVISION
			DOOR TYPE
			DOOR NUMBER

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO:

2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA GREEN BUILDING CODE

IN ADDITION TO LOCAL CITY OF PITTSBURG AND CONTRA COSTA FIRE DEPT. ORDINANCES OR REQUIREMENTS.

2. CONTRACTOR SHALL TAKE OUT ALL PERMITS AND FEES REQUIRED BY THE CITY OF PITTSBURG AND SHALL FILE AND MAINTAIN SUCH THROUGHOUT THE COURSE OF THE PROJECT. THE CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE HIMSELF WITH THE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED. REPORT ANY CONDITION THAT WILL HINDER THE PROGRESS OF THE WORK UNDER THIS PROJECT WITH THE ARCHITECT FOR CLARIFICATION PRIOR TO STARTING WORK. REPORT ANY DISCREPANCIES TO THE ARCHITECT FOR CLARIFICATION. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED MEASUREMENTS. THE CONTRACTOR SHALL PROVIDE PROTECTION OF THE WORK, AND THE PUBLIC RIGHT OF WAY. DO NOT OBSTRUCT THE EXIT PATH AT ANY TIME DURING CONSTRUCTION OPERATIONS. PROVIDE ADEQUATE MEASURES INCLUDING DUST AND NOISE CONTROL, AND PROVIDE FOR PEDESTRIAN PROTECTION USING BARRIERS OR OTHER MEASURES AS NECESSARY. DO NOT OBSTRUCT PUBLIC RIGHT OF WAY EXCEPT AS ALLOWED BY PRIOR PERMISSION OF THE COUNTY AND AS PERMITTED BY THE BUILDING OWNER. ALL WORK SHALL TAKE PLACE WITHIN THE HOURS PERMITTED BY THE JURISDICTION AND THE BUILDING OWNER. REMOVE AND DISPOSE OF ALL CONSTRUCTION DEBRIS LEGALLY OFF SITE. MAINTAIN DEBRIS BOX, AS REQUIRED BY CBC 5.408.1.

3. CONTRACTOR SHALL FILE AND CONFORM TO CAL GREEN SECTION 5.408.1 CONSTRUCTION WASTE REDUCTION DISPOSAL AND RECYCLE MANAGEMENT PLAN AS SPECIFIED BY CITY OF PITTSBURG.

PROJECT TEAM

PROJECT OWNER:

PRAXAIR DISTRIBUTION INC.
3426 WEST GRIFFITH RD.
KINGMAN AZ. 86401
ATTN: MICHAEL MCCAIN
(928) 718-8271

ARCHITECT:

ANTHONY TABACCO AND ASSOC.
7 WESTWOOD COURT
ORINDA, CA 94563
ATTN: ANTHONY TABACCO
(925) 254-5642

STRUCTURAL ENGINEER:

KENNETH R. HUGHES, S.E.
3620 MT. DIABLO BLVD.
LAFAYETTE, CA 94549
ATTN: KENNETH HUGHES
(925) 284-2808

CIVIL ENGINEER

ALIQUOT ASSOCIATES, INC.
1390 NORTH MAIN ST.
WALNUT CREEK, CA 94596
ATTN: VINCE D'ALO
(925) 476-2323

GENERAL CONTRACTOR:

MCKAY AND COMPANY CONSTRUCTION
4095 PACHECO BLVD.
MARTINEZ, CA 94553
ATTN: KENT MCKAY
(925) 998-1690

ENVIRONMENTAL CONSULTANT:

MOSAIC ASSOCIATES
1690 SAN PABLO RD. SUITE D
PINOLE, CA 94564
ATTN: JUDY BENDIX
(510) 964-0394

ELECTRICAL DESIGN-BUILD CONTRACTOR

BLACK DIAMOND ELECTRIC
2595 WEST 10TH STREET
ANTIOCH, CA 94509
ATTN: MIKE PAULINE
(925) 777-3440

DESIGN-BUILD FIRE PROTECTION

ALLAN AUTOMATIC SPRINKLER
20303 MACK STREET
HAYWARD, CA 94545
ATTN: JOHN RORABAUGH
(510) 785-4200

PROJECT SCOPE

PRAXAIR DISTRIBUTION, INC. WISHES TO CONSTRUCT A NEW FREESTANDING STORAGE YARD ON THE SITE OF THEIR EXISTING STORAGE AND DISTRIBUTION FACILITY FOR THE STORAGE OF CONTAINERIZED INDUSTRIAL GAS PRODUCTS AT THEIR 1930 LOVERIDGE RD. PLANT IN THE INCORPORATED CITY OF PITTSBURG CALIFORNIA.

THE PROPOSED STORAGE YARD WILL BE A SEPARATE SECURE COMPOUND CONSISTING OF TWO COMPONENTS. THE FIRST WILL BE AN OPEN COVERED METAL CANOPY PROVIDING RAIN SHELTER FOR PARTIAL HEIGHT CONCRETE BLOCK DIVIDER WALLS FORMING BINS FOR UPRIGHT METAL GAS CYLINDERS. THE SECOND WILL BE OPEN CONCRETE BLOCK DIVIDER WALLS WITH NO COVER FORMING BINS FOR HORIZONTAL FORKLIFT LOADED METAL GAS CYLINDERS. ALL CONSTRUCTION WILL BE NON-COMBUSTIBLE AND WILL BE EQUIPPED WITH AN AUTOMATIC FIRE AND ALARM SYSTEM.

THE COMPOUND WILL BE ENCLOSED BY AN 8 FT. SECURITY FENCE AND INCLUDE OVERHEAD LIGHTING. ACCESS TO THE COMPOUND WILL BE VIA AUTOMATIC CARD READER SLIDING GATE. THERE WILL BE NO PARKING WITHIN THE COMPOUND, DELIVERY AND DISTRIBUTION ONLY.

IT IS ANTICIPATED THAT DURING CONSTRUCTION, OPERATIONS AT THE EXISTING FACILITY WILL BE UNINTERRUPTED.

PROJECT INFO

DESCRIPTION: FREESTANDING EXTERIOR INDUSTRIAL GAS STORAGE COMPOUND CONFORMING TO CBC 414.6. CONCRETE BLOCK FULLY NON-COMBUSTIBLE CONSTRUCTION OPEN BIN STORAGE WITH NON-COMBUSTIBLE METAL COVER OVER PORTIONS OF THE BINS.

BUILDING AREA: 1,164 SF., (CANOPY COVERED AREA) OVER 512 SF CMU BINS AND SEPARATE 728 SF CMU OPEN BINS.

303.4 OCCUPANCY: H-2 HIGH HAZARD GROUP CONFORMING TO PROVISIONS OF CBC 414.6 FOR OUTDOOR COVERED STORAGE. REQUIREMENT FOR MATERIALS, METHODS, AND QUANTITIES REPORT SUBMITTED TO CCFPD UNDER SEPARATE COVER PER SECTION 414)

414.1.3 INFORMATION REQUIRED: REPORT SUBMITTED TO BUILDING AND FIRE OFFICIALS UNDER SEPARATE COVER.

601 TYPE OF CONSTRUCTION: TYPE V-B NON-COMBUSTIBLE

TABLE 601 BUILDING ELEMENTS FIRE RESISTANCE (TYPE V-B): ALL ELEMENTS: 0 HOURS REQUIRED

TABLE 602 EXTERIOR SEPARATION: N/A (>75 FT.)

TABLE 508.4 OCCUPANCY SEPARATION: N/A (SINGLE OCCUPANCY)

TABLE 506 BASIC ALLOWABLE AREA: 13,000 SF

SPRINKLER INCREASE 3X: 39,500 SF ALLOWABLE (NOT REQUIRED)

SEPARATION INCREASE: NOT REQUIRED (>60 FT 4 SIDES)

TABLE 1004.1.2 OCCUPANCY LOAD: 69 (1 PER 100 S.F.)

TABLE 1021.1 NUMBER OF REQUIRED EXITS: 1 REQUIRED (3 PROVIDED)

SHEET INDEX

ARCHITECTURAL

A 0.0 COVER
A 1.0 COMPOUND SITE PLAN
A 1.1 SECTIONS THRU COMPOUND

STRUCTURAL

S1 FOUNDATION PLAN, NOTES
S2 CANOPY FRAMING PLAN, DETAILS
S3 SECTIONS AND DETAILS
S4 SECTIONS AND DETAILS
S5 STEEL RACK SYSTEM
S6 UTILITY BRIDGE AND DETAILS

CIVIL

C1 CIVIL TITLE COVER SHEET
C2 GENERAL NOTES
C3 GRADING AND DRAINAGE PLAN
C4 UTILITY PLAN
C5 STORM WATER CONTROL PLAN
C6 EROSION CONTROL PLAN
C7 DETAILS
TOPOGRAPHIC SURVEY

ELECTRICAL

E 1 NOTES
E 2 PLANS, DETAILS
E 3 SCHEDULES, CUT SHEETS

FIRE

FIRE IS A DEFERRED APPROVAL ITEM
CALCULATIONS (SEPARATE COVER)

FIRE DEPT. NOTES

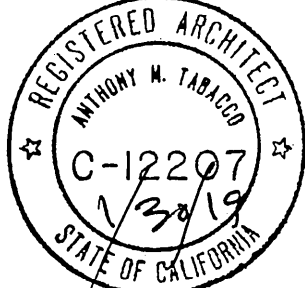
1. SEE FLOOR PLAN A1.0 FOR LOCATIONS OF WALL MOUNT PORTABLE 2A-40 BC FIRE EXTINGUISHERS ON EXTERIOR OF ENCLOSURE

DEFER'D APPROVAL

1. FIRE SPRINKLER DESIGN AND HYDRANT WILL SUBMITTED TO CCFPD UNDER SEPARATE COVER. MATERIALS, METHODS, AND QUANTITIES REPORT WILL BE SUBMITTED TO CCFPD UNDER SEPARATE COVER PER SECTION 414.

CAL-GREEN

1. THIS PROJECT IS CAL-GREEN EXEMPT. CONTRACTOR SHALL FILE AND CONFORM TO CAL GREEN SECTION 5.408.1 CONSTRUCTION WASTE REDUCTION DISPOSAL AND RECYCLE MANAGEMENT PLAN AS SPECIFIED BY CITY OF PITTSBURG.



COVER

ISSUE DATE

3/30/18 OWNER REVIEW
4/20/18 PLAN CHECK SUBMITTAL

PROJECT NUMBER
1708.00

COPYRIGHT 2017, ANTHONY TABACCO, ARCHITECT

SHEET NUMBER

A 0.0

New Materials
Open Storage Yard
and
Open Storage Canopy

Praxair Distribution, Inc.
1930 Loveridge Rd.
Pittsburg, CA



COMPOUND
SITE PLAN

ISSUE DATE

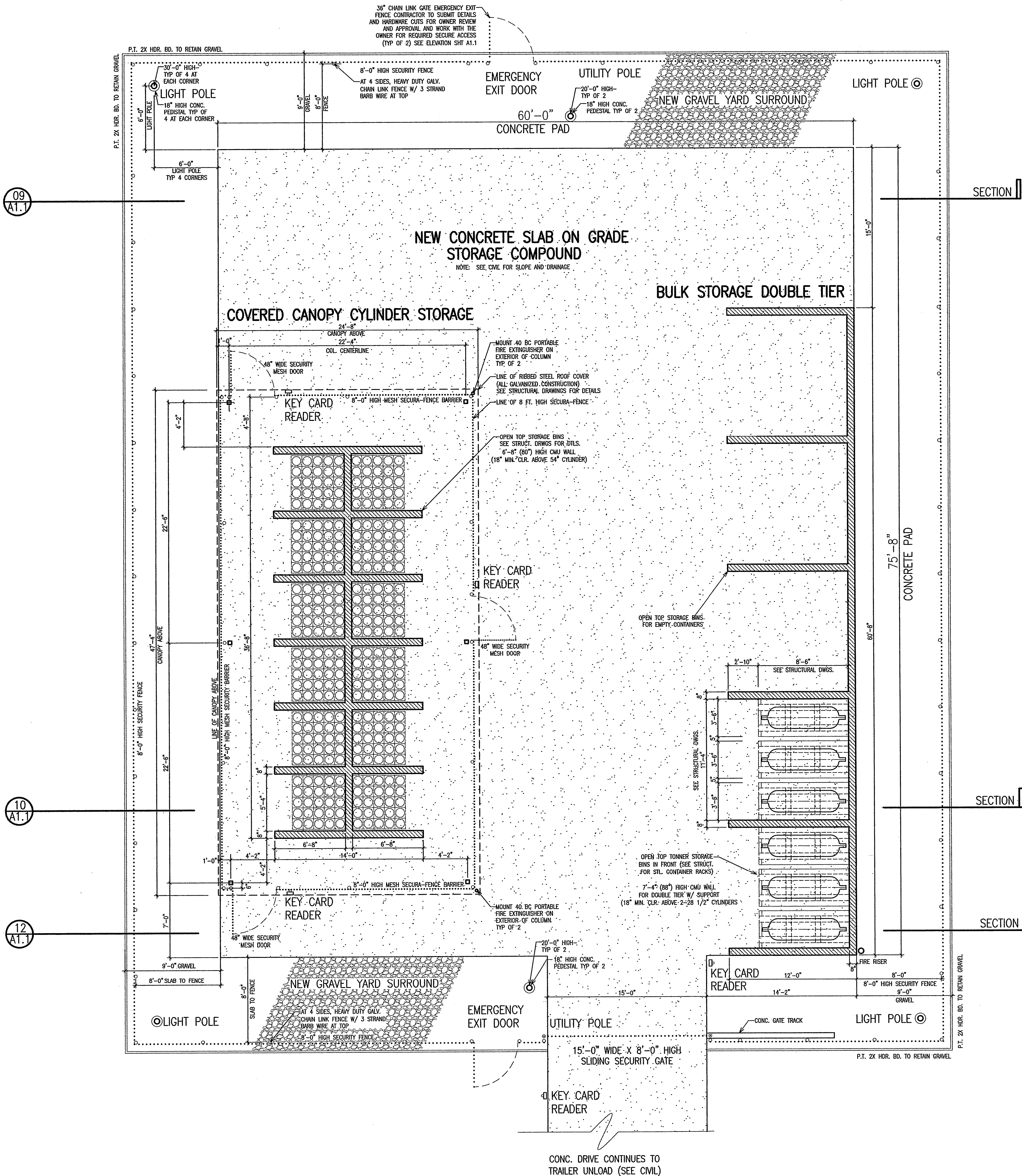
6/6/17 OWNER REVIEW SET
6/12/17 OWNER REVIEW SET
6/15/17 OWNER REVIEW SET REVISE CYLINDER COUNT
6/30/17 OWNER REVISIONS
11/13/17 OWNER REVISIONS - MOVE FACILITY TO WEST PLANT
12/15/17 OWNER REVISIONS - RECONFIGURE YARD
2/10/18 OWNER REVISIONS - EXPAND YARD ISSUE AS SHEET A 1.0
2/14/18 OWNER REVISIONS - SECURITY REVISIONS
2/15/18 REVISION - SHIFT CANOPY
4/5/18 OWNER REVIEW
4/20/18 PLAN CHECK SUBMITTAL

PROJECT NUMBER
1708.00

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SHEET NUMBER

A 1.0



12
A1.0
SECURE STORAGE COMPOUND PLAN



SCALE 1/4" = 1'-0"

SCALE 1/4" = 1'-0"

**NOTICE OF INTENT
TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF
PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918**

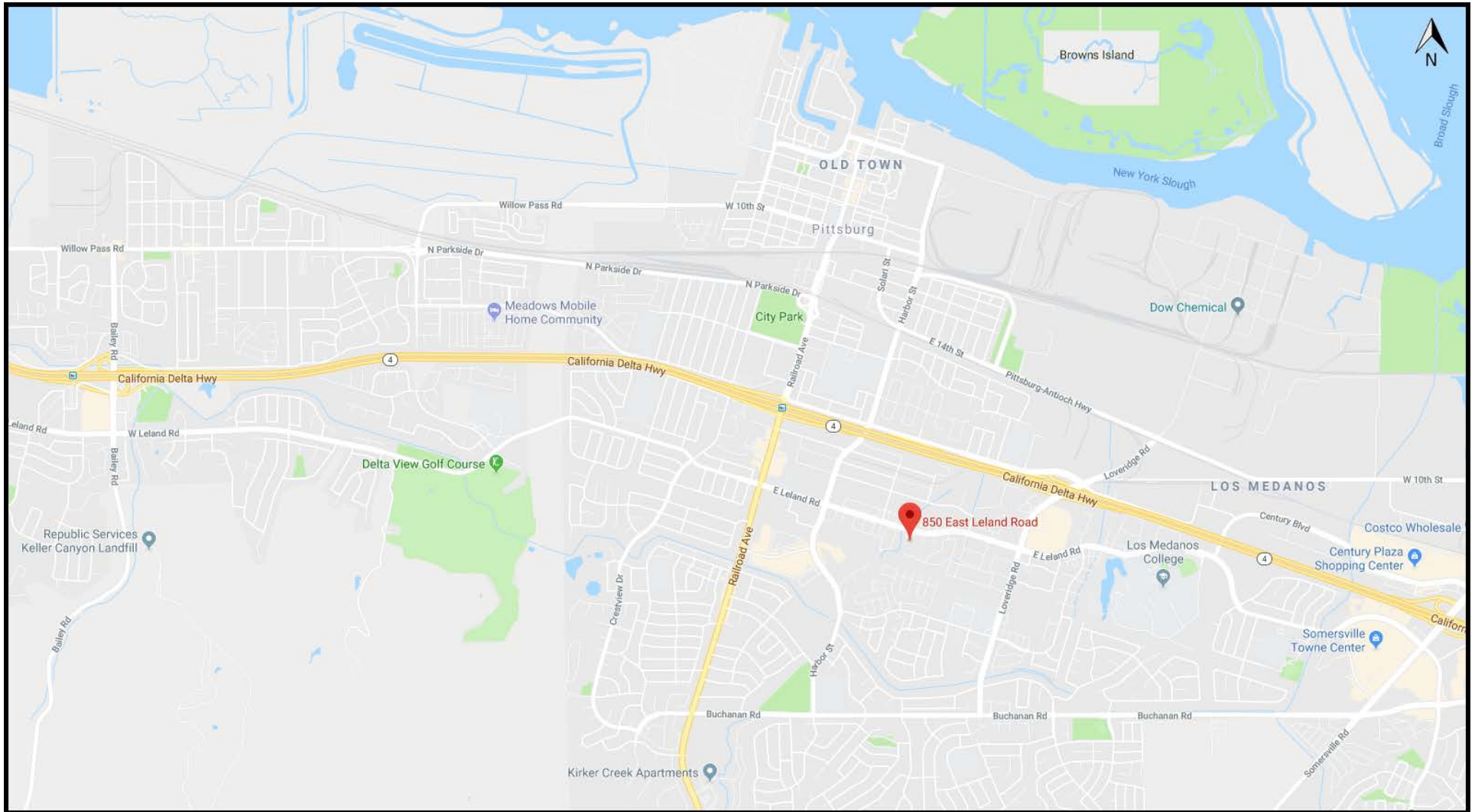
Woods Grove Apartments - Common Building Revision, AP-18-1347 (AD).

This is an application by Charlie Pick requesting administrative design review approval to remodel the existing Woods Grove Apartments common building, including a new roof, exterior material, exterior windows and frames, and a new color palette. The subject site is located at 850 E. Leland Road, in the RH (High Density Residential) District. Assessor's Parcel No. 88-230-001.

Pursuant to Planning Commission Resolution No. 9918, this project is eligible for delegation to staff under Category 3 (Minor Building Remodels); Category 6 (Additions to Existing Buildings); and Category 8 (Ancillary Structures). Projects eligible for delegation under these categories are limited, respectively, to: changes in building colors, awnings, fenestration and finishes; additions smaller than 2,500 square feet and designed to compliment existing building architecture; and structures in any district where visual impacts are minimal.

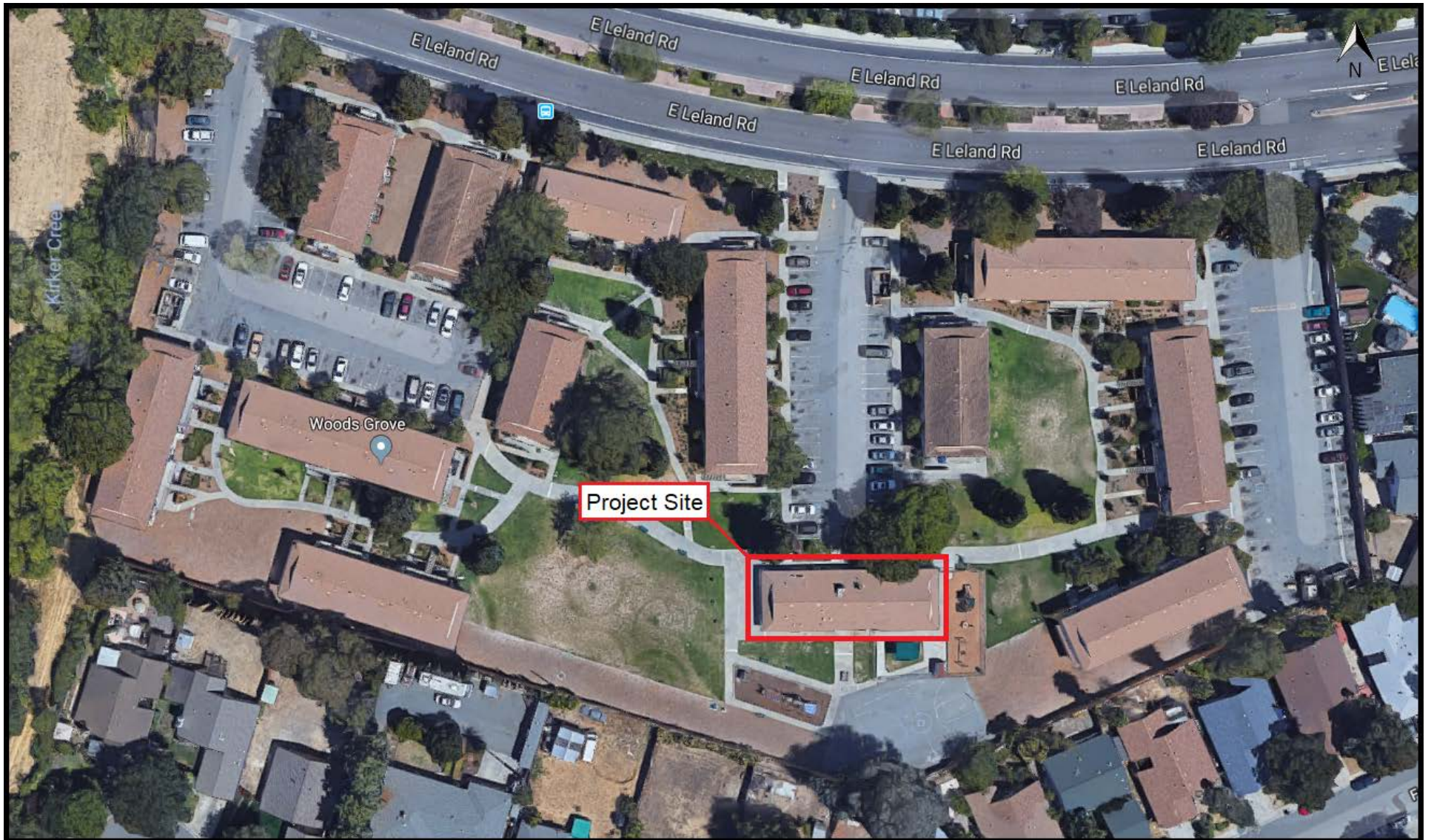
Woods Grove Apartments - Common Building Revision – Vicinity Map

AP-18-1347	850 E. Leland Road
Administrative Design Review	APN: 088-230-001



Woods Grove Apartments - Common Building Revision – Aerial Map

AP-18-1347	850 E. Leland Road
Administrative Design Review	APN: 088-230-001



WOODS GROVE APARTMENTS

COMMON BUILDING REMODEL

5850 LELAND ROAD, PITTSBURG, CA 94565

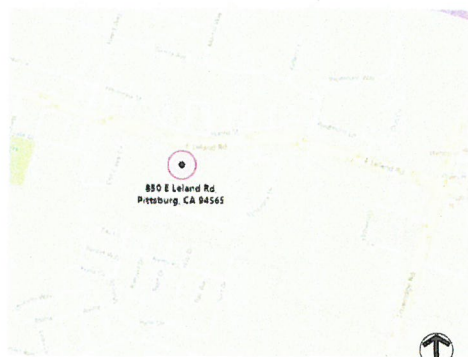
APN: 088-230-001-5

PLANNING REVIEW

BASIS Architecture
& Consulting

2130 FOURTH ST
SAN RAFAEL, CA 94901
PHONE (415) 457-6035
P.O. BOX 150539
SAN RAFAEL, CA 94915

CHARLES PICK, ARCHITECT



VICINITY MAP

OWNER/CLIENT
RELIANT GROUP MANAGEMENT, LLC
SAN FRANCISCO, CA 94111

ARCHITECT
BASIS ARCHITECTURE & CONSULTING INC
2130 4TH STREET, STE. B
SAN RAFAEL, CA 94915
Architect: Charles Pick
415-457-6035
cpick@basisarch.com

TEAM INDEX

EXISTING BUILDING: (CONSTRUCTED IN 1972)
(1) ONE-STORY COMMON BUILDING
OCCUPANCY: A-2 & B
CONSTRUCTION TYPE: V-B (NON-SPRINKLERED)
RH HIGH DENSITY ZONING DISTRICT
LOT SIZE: 5.752 ACRES
BUILDING AREA - EXISTING = 3,050 SQ.FT. (NO CHANGE)
BUILDING HEIGHT - EXISTING = 13'-0"
BUILDING HEIGHT - PROPOSED = 12'-2"
FRONT SET BACK = 232'-4" (NO CHANGE)
REAR SET BACK = 77'-10" (NO CHANGE)
SIDE SET BACK = 212'-0" (NO CHANGE)
SIDE SET BACK = 243'-0" (NO CHANGE)

PROJECT DATA

EXTERIOR:
RAISE ROOF OVER EXISTING COMMUNITY ROOM, PROVIDE NEW ROOFING,
NEW EXTERIOR FURR OUTS WITH FIBER CEMENT LAP SIDING, NEW ALUMINUM FRAME
STORE FRONT STYLE WINDOWS AND DOOR.

INTERIOR:
REMODEL OF INTERIOR: OFFICES, COMMUNITY ROOM, RESTROOMS AND LAUNDRY ROOM.

NOTE: THIS IS A CLIENT REVISION TO RENOVATION PROJECT THAT IS CURRENTLY IN PROCESS.
BUILDING PERMIT NO: BP-18-0030

SCOPE OF WORK SUMMARY

ARCHITECTURAL
A0 COVER SHEET
A0.1 SITE REFERENCE PLAN
A1.0 COMMUNITY BUILDING DEMOLITION FLOOR PLAN
A1.1 COMMUNITY BUILDING PROPOSED FLOOR PLAN
A1.2 COMMUNITY BUILDING EGRESS PLAN
A1.3 COMMUNITY BUILDING ROOF PLAN
A2.1 EXISTING AND PROPOSED COMMON BUILDING EXTERIOR ELEVATIONS
A2.2 EXISTING AND PROPOSED COMMON BUILDING EXTERIOR ELEVATIONS
A2.3 EXISTING AND PROPOSED COMMON BUILDING EXTERIOR ELEVATIONS

SHEET INDEX

DRAWING REVISION LOG	
CLIENT REVISION APPROVED	5-4-2018
PLANNING SUBMITTAL	5-15-2018

PROJECT NAME:
**WOODS GROVE
APARTMENTS**

PROJECT LOCATION:
**850 EAST LELAND ROAD
PITTSBURG, CA
94565**

SHEET TITLE:
COVER SHEET



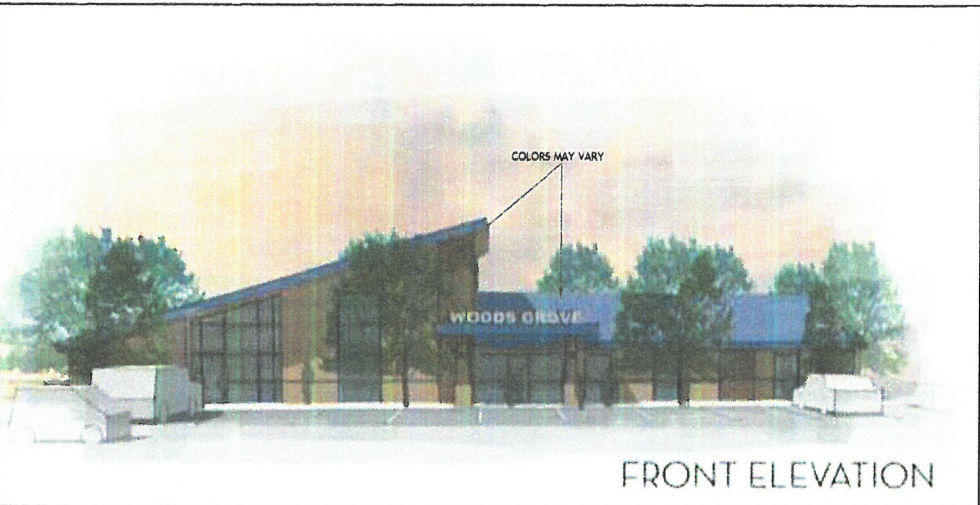
EXISTING COMMOM BUILDING

PHOTO - EXISTING CONDITIONS

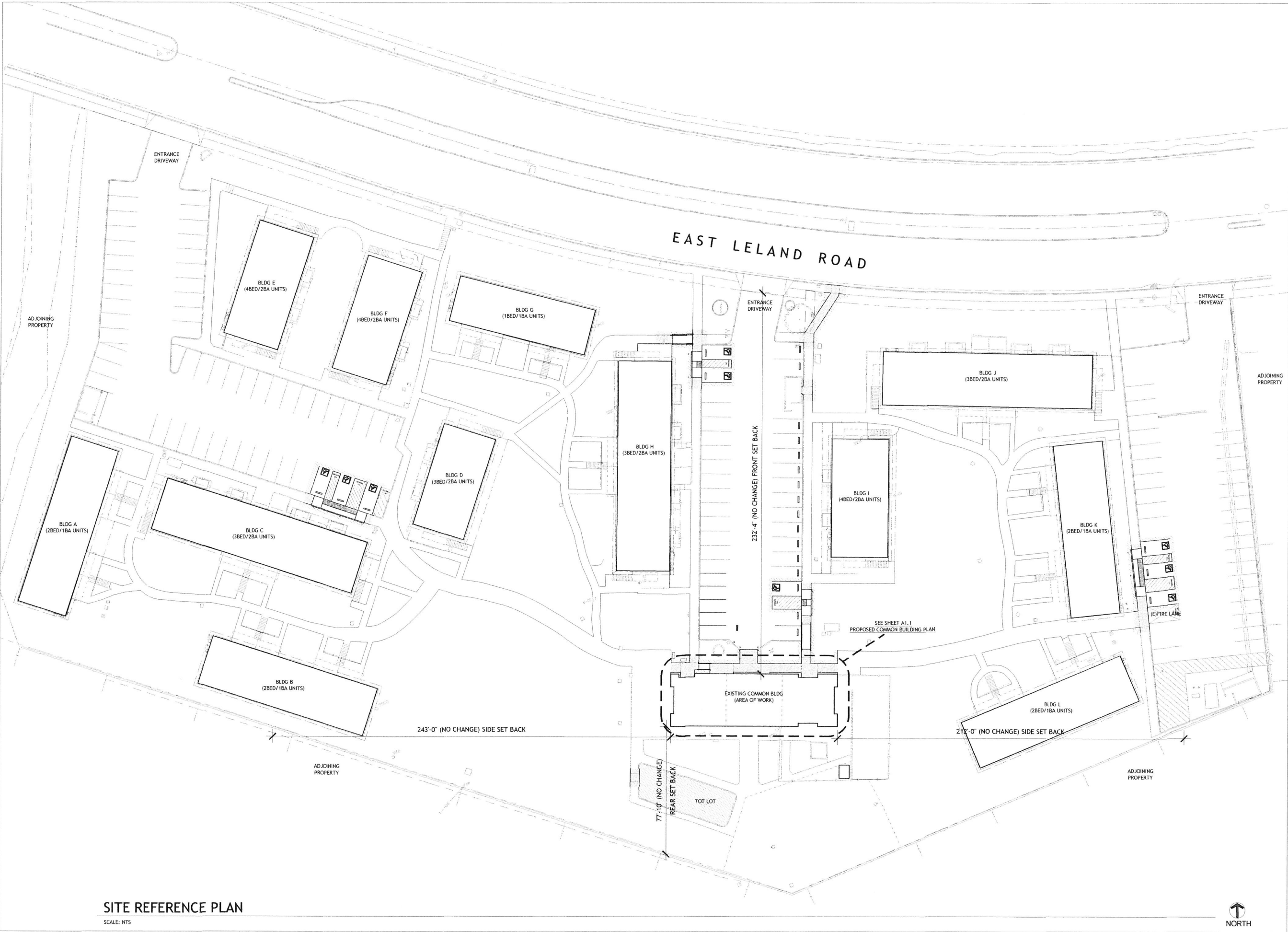


FRONT PERSPECTIVE

PROPOSED EXTERIOR ELEVATIONS



FRONT ELEVATION



DRAWING REVISION LOG

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PLANNING SUBMITTAL	5-15-2018

PROJECT NAME:

WOODS GROVE
APARTMENTS

PROJECT LOCATION:

850 EAST LELAND ROAD
PITTSBURG, CA
94565

SHEET TITLE:

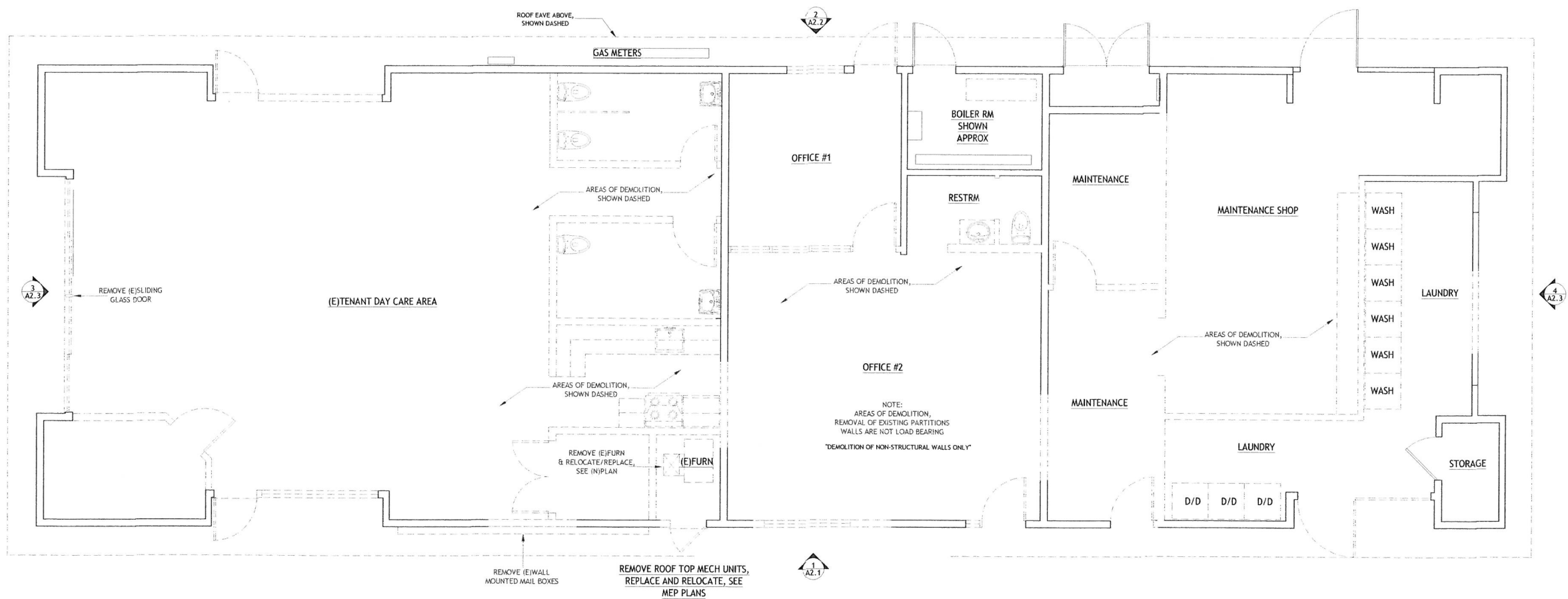
SITE PLAN

SCALE: AS NOTED

SITE REFERENCE PLAN

SCALE: NTS





DRAWING REVISION LOG

CLIENT REVISION APPROVED	5-4-2018
PLANNING SUBMITTAL	5-15-2018

PROJECT NAME:

WOODS GROVE
APARTMENTS
COMMON BLDG
TENANT IMPROVEMENT

PROJECT LOCATION:

850 EAST LELAND ROAD
PITTSBURG, CA
94565

SHEET TITLE:

COMMON BLDG
EXISTING/DEMO PLAN

A1.0

KEYED NOTES:

- 1 NEW LEVEL CONCRETE ENTRY LANDINGS NTE 1.9% SLOPE IN ANY DIRECTION, FLUSH WITH F.F. HT. INSTALL CONFORMING THRESHOLDS.
 - 2 PROVIDE NEW ALUMINUM CLEAR ANODIZED FRAME STOREFRONT TYPE EXTERIOR DOOR WITH TEMPERED GLASS AND CONFORMING PANIC/PUSH HARDWARE.
 - 3 PROVIDE NEW ALUMINUM CLEAR ANODIZED STOREFRONT EXTERIOR SIDELITE WINDOW WITH TEMPERED GLASS.
 - 4 PROVIDE NEW ALUMINUM CLEAR ANODIZED STOREFRONT WINDOWS .
 - 5 PROVIDE NEW INTERIOR DOOR WITH TEMPERED GLASS AND CONFORMING LEVER HARDWARE.
 - 6 PROVIDE NEW INTERIOR DOOR WITH CONFORMING LEVER HARDWARE.
 - 7 NEW INTERIOR PARTITION WALL.
 - 8 NEW INTERIOR HOUR RATED PARTITION WALL.
 - 9 INSTALL CONFORMING LOW FLOW TOILET W/FLUSH LEVER AT 1 WIDE SIDE W/REQ'D CLEARANCES. PROVIDE CONFORMING FRONT & SIDE GRAB BARS WITH REQ'D BLOCKING.
 - 10 INSTALL CONFORMING WALL MOUNT SINK W/LEVER LOW FLOW FAUCET & PIPE WRAP, SINK RIM HEIGHT NTE 34" AFF.
 - 11 GRAB BARS: PROVIDE TOILET GRAB BARS AT REAR WALL AND SIDE WALL.
 - 12 PROVIDE NEW RESILIENT FLOORING THROUGHOUT.
 - 13 INTERIOR PAINT WALL AND CEILING SURFACES, FINISH, PRIME AND PAINT, (LOW OR NON VOC PAINT).
 - 14 INSTALL NEW OFFICE ENTRY ID SIGNAGE AND RESTROOM SIGNAGE WITH BRAILLE, (BY OTHERS).
- ACCESSIBLE WINDOW NOTE: WINDOW OPERATING HARDWARE SHALL BE COMPLIANT FOR FRONT & SIDE REACH.

BASIS Architecture & Consulting

2130 FOURTH ST
SAN RAFAEL, CA 94901
PHONE (415) 457-6035

P.O. BOX 150539
SAN RAFAEL, CA 94915

CHARLES PICK, ARCHITECT

DRAWING REVISION LOG

CLIENT REVISION APPROVED	5-4-2018
PLANNING SUBMITTAL	5-15-2018

PROJECT NAME:

WOODS GROVE
APARTMENTS
COMMON BLDG
TENANT IMPROVEMENT

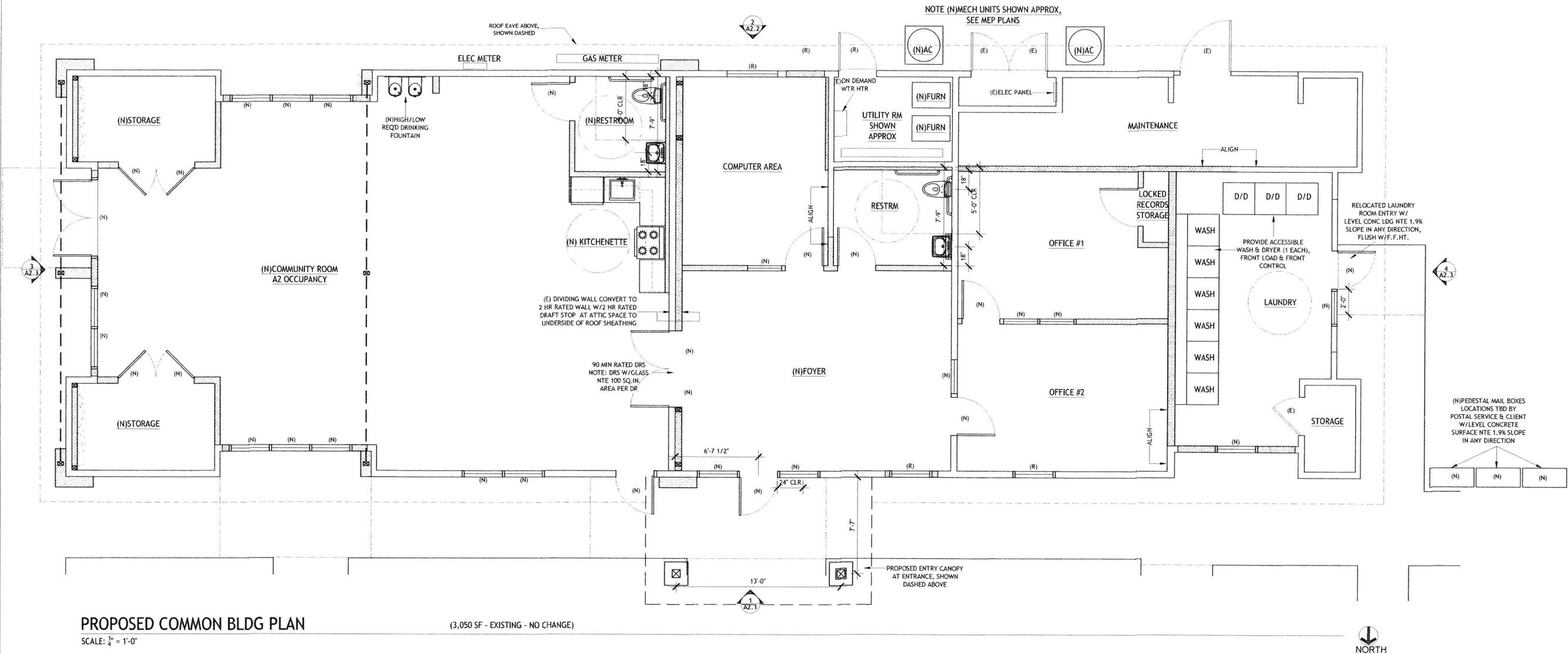
PROJECT LOCATION:

850 EAST LELAND ROAD
PITTSBURG, CA
94565

SHEET TITLE:

COMMON BLDG
PLAN

A1.1



DRAWING REVISION LOG

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PLANNING SUBMITTAL	5-15-2018

PROJECT NAME:

WOODS GROVE
APARTMENTS
COMMON BLDG
TENANT IMPROVEMENT

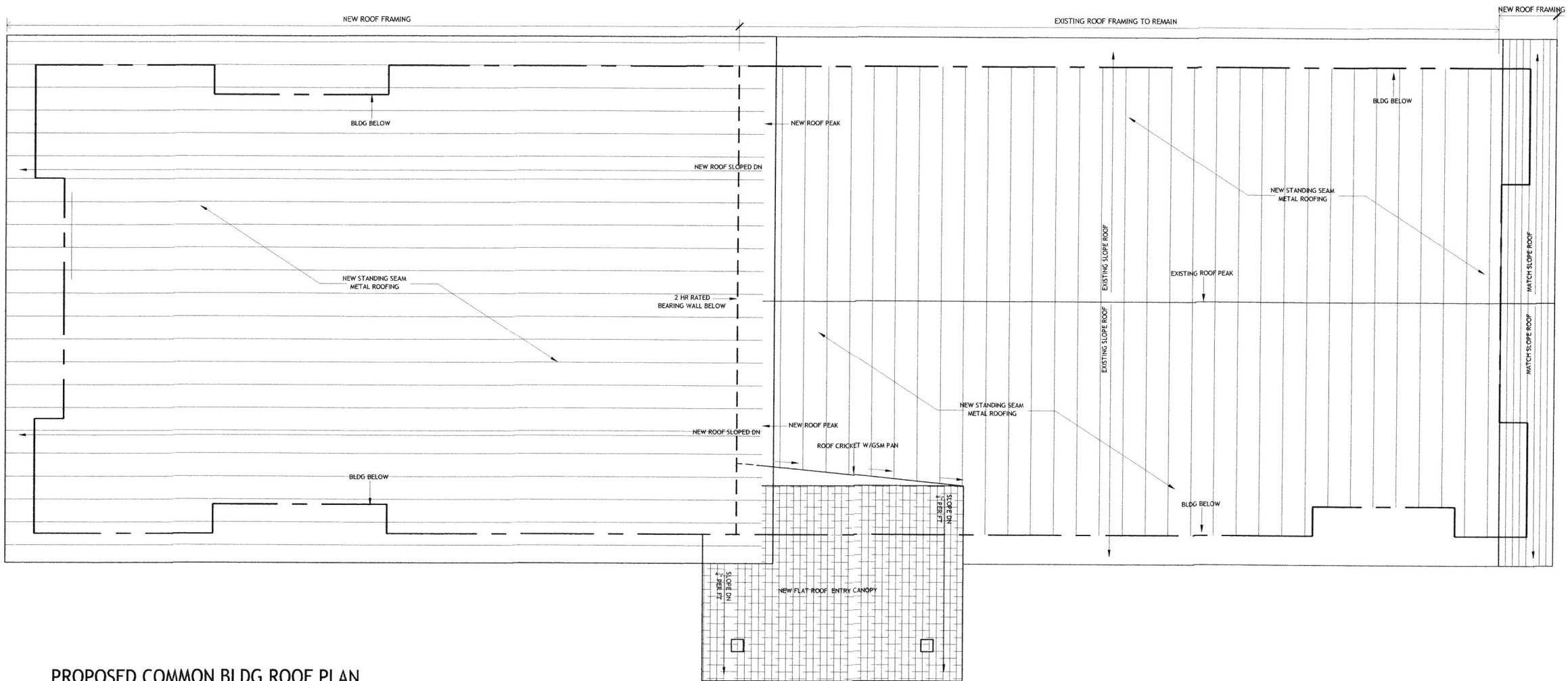
PROJECT LOCATION:

850 EAST LELAND ROAD
PITTSBURG, CA
94565

SHEET TITLE:

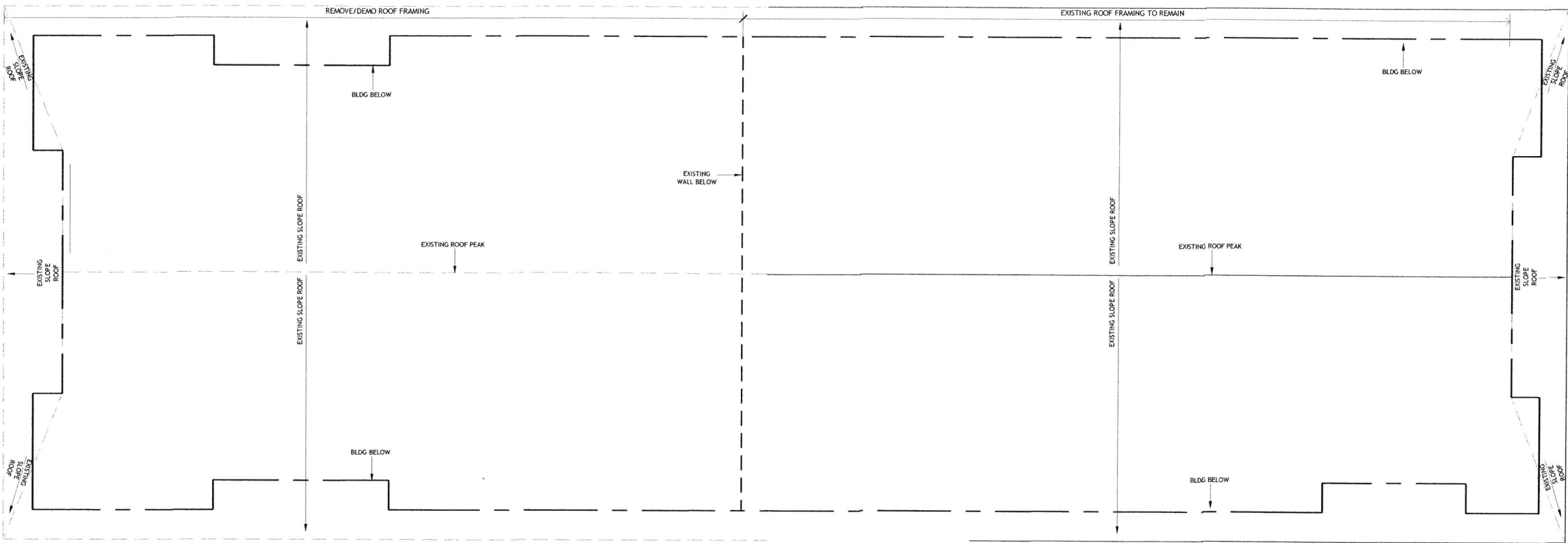
COMMON BLDG
ROOF PLAN

A1.3



PROPOSED COMMON BLDG ROOF PLAN

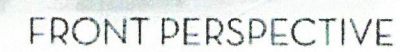
SCALE: $\frac{1}{4}" = 1'-0"$



EXISTING/DEMO COMMON BLDG ROOF PLAN

SCALE: $\frac{1}{4}" = 1'-0"$





REVISION APPROVED	5-4-2018
PLANNING SUBMITTAL	5-15-2018

PROJECT NAME:

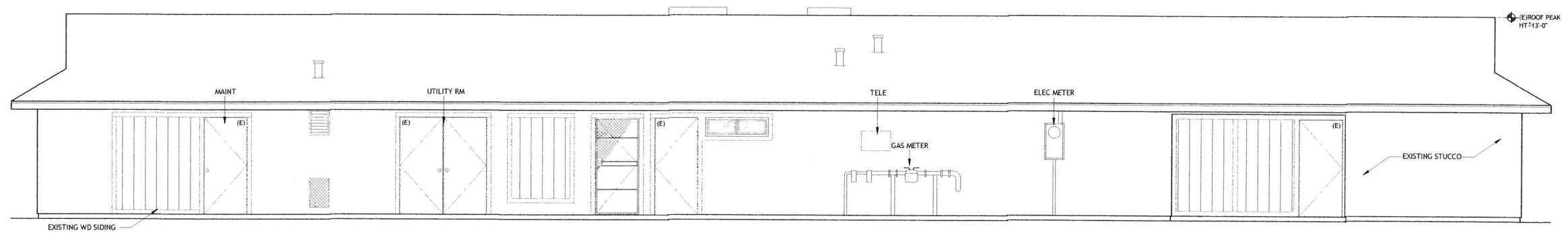
WOODS GROVE
APARTMENTS
COMMON BLDG
TENANT IMPROVEMENT

PROJECT LOCATION:
850 EAST LELAND ROAD
PITTSBURG, CA
94565

SHEET TITLE:

COMMON BLDG
ELEVATIONS

2 EXISTING COMMON BLDG SOUTH/REAR ELEVATION
SCALE: $\frac{1}{4}" = 1'-0"$



2 EXISTING COMMON BLDG SOUTH/REAR ELEVATION
SCALE: $\frac{1}{4}" = 1'-0"$

CLIENT REVISION APPROVED	5-4-2018
PLANNING SUBMITTAL	5-15-2018

PROJECT NAME:

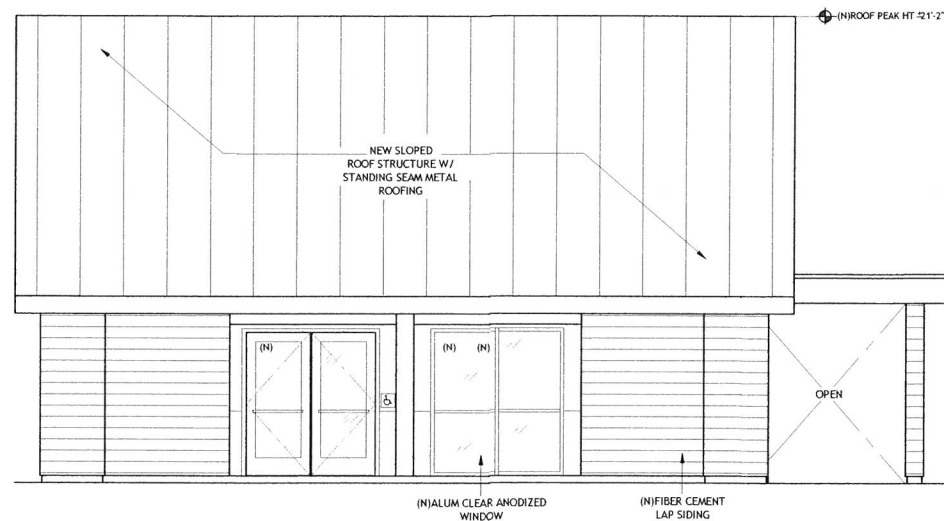
WOODS GROVE
APARTMENTS
COMMON BLDG
TENANT IMPROVEMENT

PROJECT LOCATION:
850 EAST LELAND ROAD
PITTSBURG, CA
94565

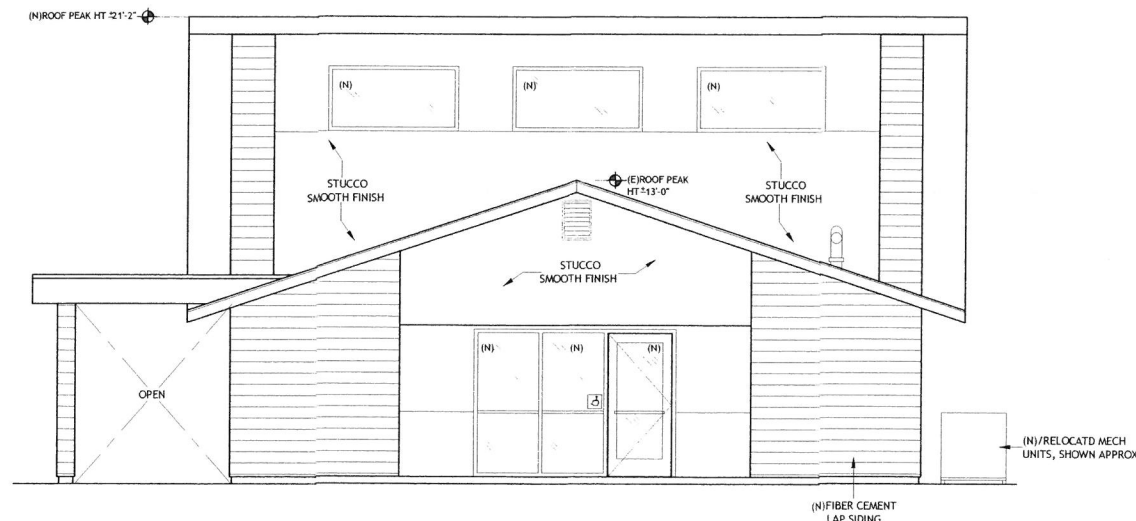
SHEET TITLE:

COMMON BLDG
ELEVATIONS

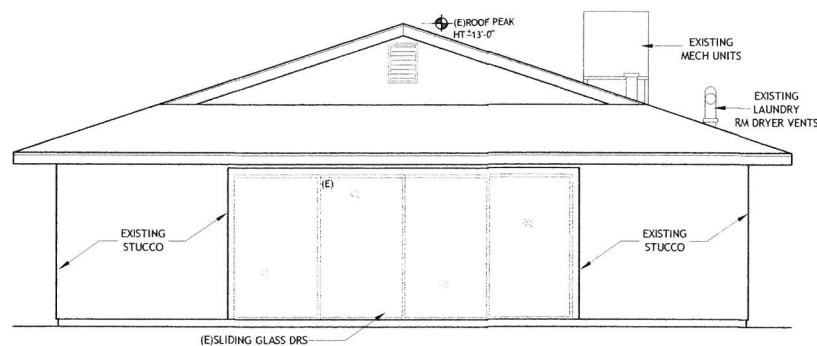
A2.2



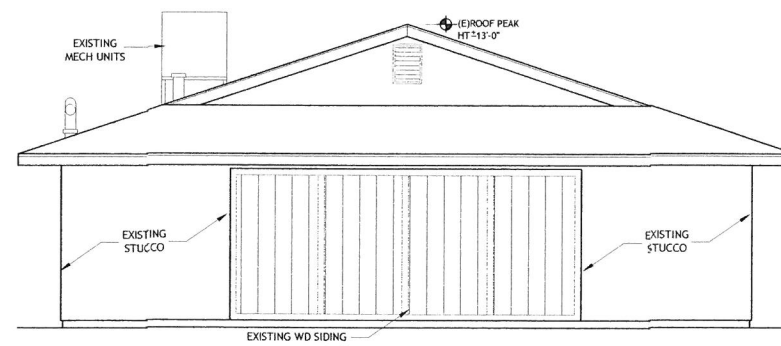
3 PROPOSED COMMON BLDG WEST/SIDE ELEVATION
SCALE: $\frac{1}{4}" = 1'-0"$



4 PROPOSED COMMON BLDG EAST/SIDE ELEVATION
SCALE: $\frac{1}{4}" = 1'-0"$



3 EXISTING COMMON BLDG WEST/SIDE ELEVATION
SCALE: $\frac{1}{4}" = 1'-0"$



4 EXISTING COMMON BLDG EAST/SIDE ELEVATION
SCALE: $\frac{1}{4}" = 1'-0"$

DRAWING REVISION LOG

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PROJECT NAME:

WOODS GROVE
APARTMENTS
COMMON BLDG
TENANT IMPROVEMENT

PROJECT LOCATION:

850 EAST LELAND ROAD
PITTSBURG, CA
94565

SHEET TITLE:

COMMON BLDG
ELEVATIONS

A2.3

Hardiplank® Lap Siding



James Hardie® Siding Products



Consumers love choices.
Hardiplank can be painted
any color they desire.



Select Cedarmill®



Smooth

SPECIFICATIONS

Select Cedarmill® and Smooth

Thickness	5/16"
Weight	2.3 lbs./sq.ft.
Length	12' planks
Widths	5 1/4" (4" exposure)
	6 1/4" (5" exposure)
	7 1/4" (6" exposure)
	8 1/4" (7" exposure)
	9 1/4" (8" exposure)
	12" (10 3/4" exposure)

Hardiplank lap siding offers enormous advantages over conventional lap siding, combining strength and durability with the beauty and charm of wood.

- Available in a variety of smooth and natural-wood textures.
- Manufactured with exclusive PrimePlus® sealer and primer, which provides uniform sealer and primer coverage and an excellent paint surface.
- 50-year limited transferable product only warranty.



Beaded Cedarmill®



Colonial Roughsawn®

Beaded Cedarmill® and

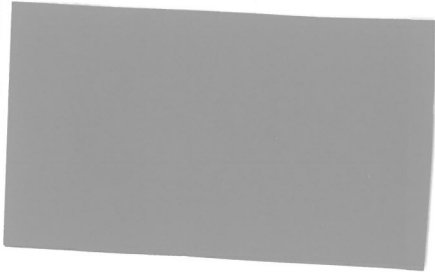
Beaded Smooth (not shown)

Thickness	5/16"
Weight	2.3 lbs./sq.ft.
Length	12' planks
Width	8 1/4" (7" exposure)

Colonial Roughsawn® and

Colonial Smooth® (not shown)

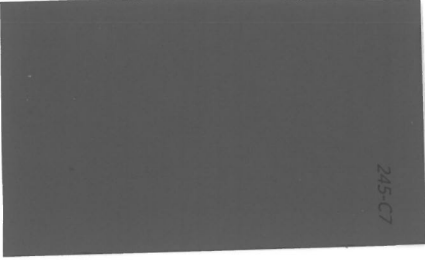
Thickness	5/16"
Weight	2.3 lbs./sq.ft.
Length	12' planks
Width	8" (6 3/4" exposure)



TRIM -COLOR



MAIN BODY-STUCCO COLOR



FASCIA-COLOR

EXTERIOR COLORS

EXTERIOR MATERIALS/FINISHES:

EXISTING EXTERIOR SIDING - STUCCO

PROPOSED TRIM/FURR OUTS - FIBER CEMENT LAP SIDING (JAMES HARDIE OR EQUAL)

SEAMED METAL ROOFING (CUSTOM-BILT METALS OR EQUAL)

DOORS AND WINDOWS ALUMINUM CLEAR ANODIZED

WOODS GROVE APARTMENTS - COMMON BUILDING REMODEL



	Seam Height	Standard Panel Widths	Minimum Slope	Curved Panel Option	Seam Sealant Option	Spaced Furlin Application	RATED UL 580-Class 90	TESTED ASTM E-1592	TESTED ASTM E-1680, E-1646
CB-2000 Mechanical Seam	2 inch	14", 18"	1/2" in 12"	●	●	●	●	●	●
CB-150 Mechanical Seam	1 1/2"	12", 16"	1" in 12"	●	●	●	●	●	●
CB-100 Mechanical Seam	1 inch	13", 17"	1" in 12"	○	○	○	○	○	○
SL-1750 Snap Lock	1 3/4"	14", 18"	3" in 12"	○	●	●	●	●	●
SL-100 Snap Lock	1 inch	12", 16"	3" in 12"	○	○	○	○	●	○
SLZ-1000 Snap Lock	1 inch	13", 17"	3" in 12"	○	○	○	○	●	○
CS-100 Cap Seam	1 inch	14 1/2", 18 1/2"	3" in 12"	●	○	○	●	○	●
WS-100 Wall & Soffit	1 inch	12"	NA	○	○	●	NA	NA	○

Product availability varies in each location.

● YES ○ NO

MATERIALS:

Prefinished or Bare Zincalume®/Galvalume or G-90 Galvanized Steel in 24 & 26 gauge, 22 gauge (non-standard) Copper-16oz. or 20oz. (non-standard) Prefinished Aluminum in .032 Thickness.

PAINT AND COLOR:

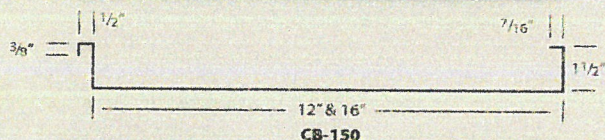
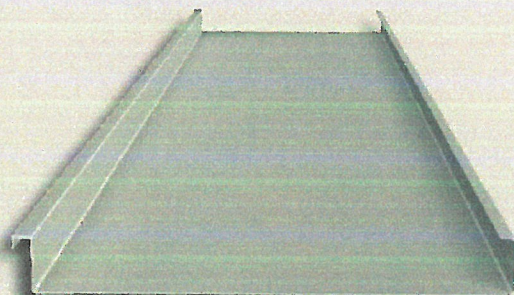
Titan® Cool Roof Reflective Paint utilizing BASF® and Kynar 500® technology in over 30 colors. See architectural color selection chart, and request an actual metal sample for final paint and color selection.

SPECIFICATIONS:

Mechanical seam locking standing seams 1 1/2" high with a panel width of 12" or 16" (Other widths available as non-standard)

OPTIONAL STYLES:

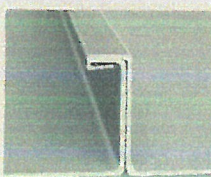
Stiffening Ribs or Striations (ask for details)



1 1/2" HIGH TITAN CB-150 MECHANICAL SEAM Allowable Live Load (psf)

	# of equal Span	Panel Span (ft.)			
		2	3	4	5
12" width	1	235	104	59	38
	2	239	106	60	38
	3	279	124	70	45
16" width	1	144	64	36	23
	2	144	64	36	23
	3	168	75	42	27

Loads shown are limited by L/240 deflection


**CB-150 AFTER
SEAMING**

CUSTOM-BILT METALS LOCATIONS

 Kent, WA
(253) 872-7330

 Chino, CA
(909) 664-1550

 W. Sacramento, CA
(916) 372-3706

 Portland, OR
(503) 256-3328

 Phoenix, AZ
(602) 484-7015

 Spokane, WA
(509) 533-1703

 Honolulu, HI
(808) 845-1806

 New Orleans, LA
(504) 838-9344

 San Jose, CA
(800) 537-6040

www.CustomBiltMetals.com

COMPARE PANEL FEATURES

The adjacent chart allows you to compare the various features, options and benefits of different standing seam metal panel systems. Select the seam height, panel width, options, locking system, gauge and engineering suited best for your job.

CLASSIC STYLING

Standing Seam metal roofing is one of the oldest and most practical roofing solutions. It's classic look enhances the roofline of virtually all architecture styles. It produces dramatic shadow lines that run continuously from ridge to eave accenting the pitch and plane of every roof angle. Panels may be roll formed at your jobsite or in our factories.

LAST-TIME® DURABILITY

The CB-150 is available in over 30 colors featuring TITAN® COOL ROOF Reflective paint system. This system offers an incredible 35 year no fade warranty*.

TITAN® COOL ROOF

Our reflective paint features BASF® and KYNAR 500® reflective pigmentation technology to deliver highly efficient cooling performance. Testing data supports reflectivity of up to 60% of the heat from the sun and energy savings of up to 20%. Now you can have darker roof colors and still enjoy energy savings.

*For complete guide specifications, installation details, and warranty information visit our website:
www.CustomBiltMetals.com

CUSTOM-BILT METALS

 LAST-TIME® Brand Products
Since 1974

COOL ROOF COLORS

STANDARD COLORS

PREMIUM COLORS



Regal White
SR-71.61 E-.86 SRI-87



Parchment
SR-54.10 E-.86 SRI-63



Sierra Tan
SR-48.01 E-.87 SRI-55



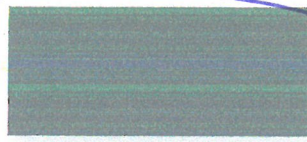
Antique Patina
SR-33.15 E-.84 SRI-36



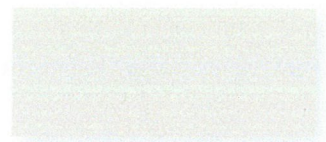
Sand Beige
SR-56.20 E-.85 SRI-65



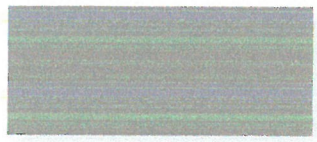
Old Towne Gray
SR-40.31 E-.85 SRI-44



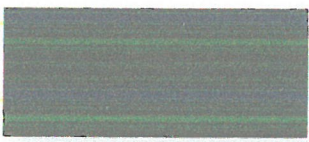
Storm Gray
SR-29.68 E-.84 SRI-29



Silver Ultramet
SR-41.13 E-.85 SRI-43



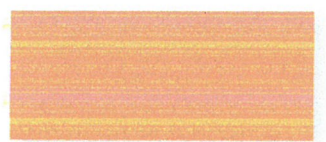
Zinc Gray
SR-33.24 E-.85 SRI-34



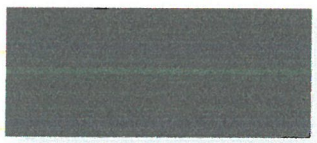
Weathered Copper
SR-33.50 E-.85 SRI-34



Musket
SR-30.10 E-.85 SRI-30



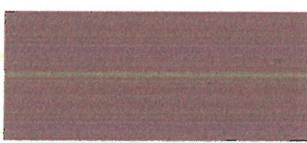
Copper Ultramet
SR-44.20 E-.88 SRI-50



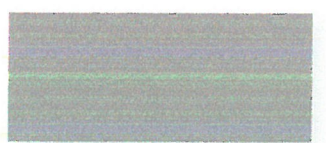
Midnight Bronze
SR-28.90 E-.84 SRI-28



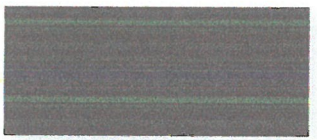
Redi-Mix Red
SR-40.80 E-.84 SRI-44



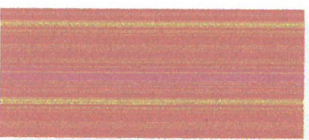
Colonial Red
SR-36.60 E-.86 SRI-39



Pre-Weathered Galvalume
SR-28.62 E-.87 SRI-27



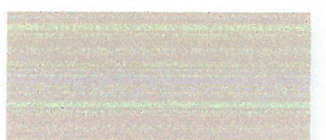
Burgundy
SR-29.58 E-.86 SRI-30



Terra Cotta
SR-39.37 E-.87 SRI-43



Smokey Blue
SR-34.57 E-.84 SRI-35



Champagne
SR-36 E-.83 SRI-37



Tahoe Blue
SR-29.98 E-.84 SRI-29



Regal Blue
SR-26.50 E-.84 SRI-25

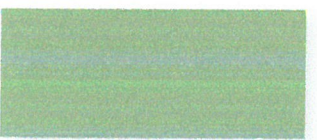


Marine Green
SR-34.70 E-.85 SRI-36



Premium colors are batch sensitive and directional in nature. Oil canning is not a cause for rejection. Custom colors available, subject to minimums. Contact a representative for profile, color, gauge & material availability.

NATURAL METALS



Patina Green
SR-41.90 E-.85 SRI-46



Hemlock Green
SR-31.20 E-.84 SRI-31



Leafy Green
SR-29.40 E-.85 SRI-29



Zincalume® Plus



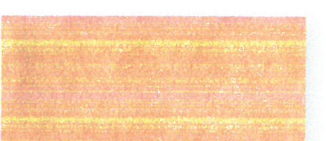
Forest Green
SR-27.99 E-.84 SRI-27



Moss Green
SR-29.50 E-.83 SRI-28



Black
SR-25.00 E-.85 SRI-23



Copper

SR = Solar Reflectance Value E = Thermal Emittance Value SRI = Solar Reflectance Index
Colors shown are approximate, please select from painted metal samples.

Bare and natural metal are covered by a separate performance warranty.

**NOTICE OF INTENT
TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF
PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918**

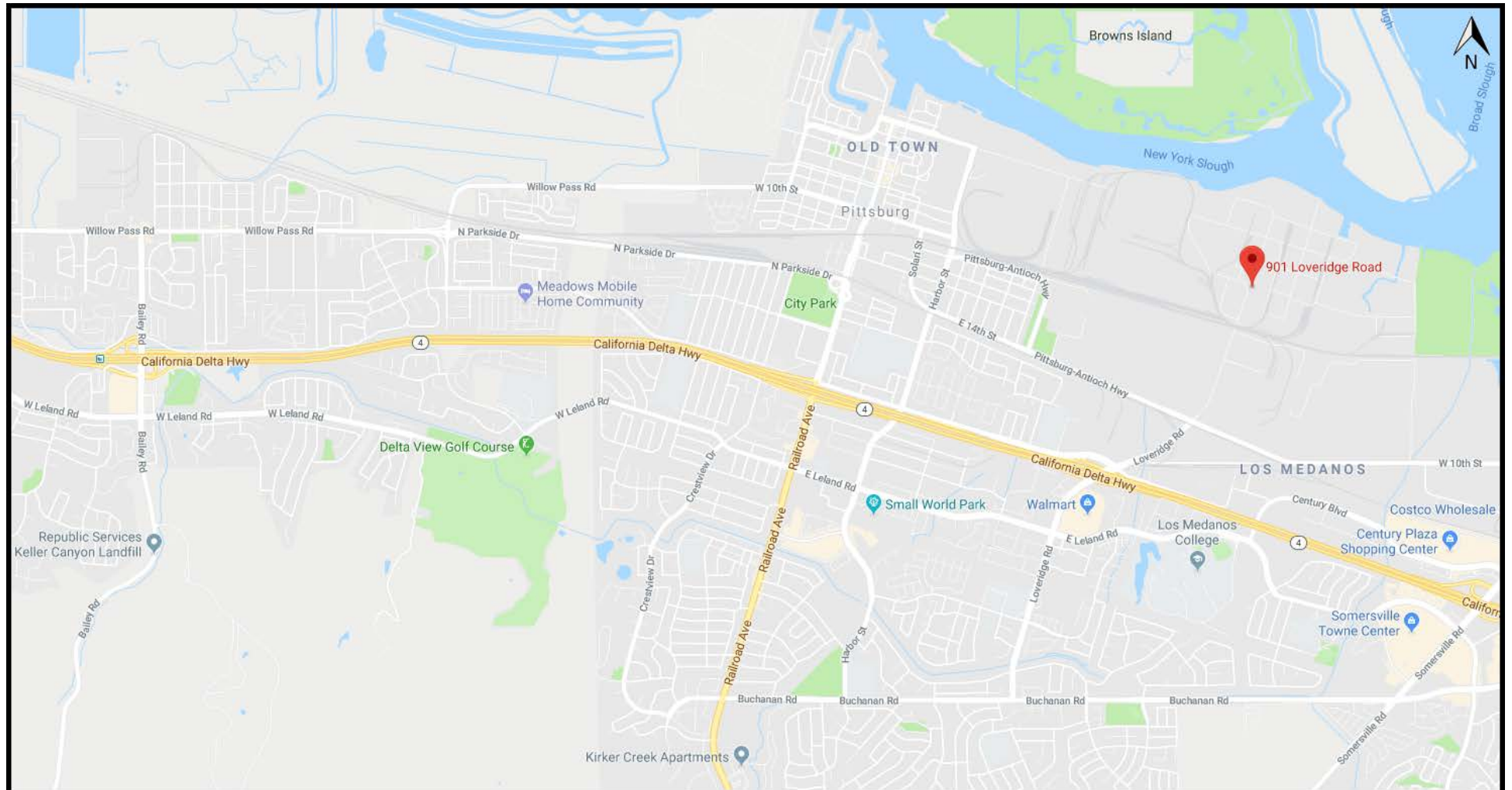
Dow Chemical AFTF Synergy Project, AP-18-1351 (AD).

This is an application by Dave O'Sullivan, on behalf of the Dow Chemical Company, requesting administrative design review approval to install an approximately 3,600 square foot ISO container offloading station, which includes a horizontal tank with pump and heat exchanger, utilizing existing utilities and infrastructure. This offloading station will not be visible from the public right-of-way and would not allow for an increase in production capacity. The subject site is located at 901 Loveridge Road, in the IG (General Industrial) District. APN: 073-220-049.

This project is eligible for delegation to staff under Category 8 (Ancillary Structures), pursuant to Planning Commission Resolution No. 9918. Projects eligible for delegation under this category are limited to structures in any district where visual impacts are minimal, including miscellaneous mechanical equipment associated with legal uses in industrial districts.

Dow Chemical AFTF Synergy Project – Vicinity Map

AP-18-1351	901 Loveridge Road
Administrative Design Review	APN: 073-220-049



Dow Chemical AFTF Synergy Project - Common Building Revision – Aerial Map

AP-18-1351	901 Loveridge Road
Administrative Design Review	APN: 073-220-049



PTAF466 AFTF SYNERGY PROJECT

PLANNING DEPARTMENT REVIEW

June 20, 2018



Dow AgroSciences

Solutions for the Growing World

Scope Overview

Remove AFTF capacity bottleneck:

Within the existing AFTF process area, utilizing existing utilities and infrastructure:

A) Install ISO container offloading station:

- Dual ISO station with pull-through capability and containment for melting and offloading raw material ISO containers.
- Will allow raw material ISOs to be melted for 24 hrs without taking up space at the existing product filling ISO station, removing 1 of the bottlenecks that prevents plant from operating at the capacity it was designed for (can't load product when off-loading raw material)
- No new raw materials or changes to off-loading rates, and will be routed to existing tank.
- Located adjacent to existing AFTF production plant and will not be visible from city streets (Loveridge)



Dow AgroSciences

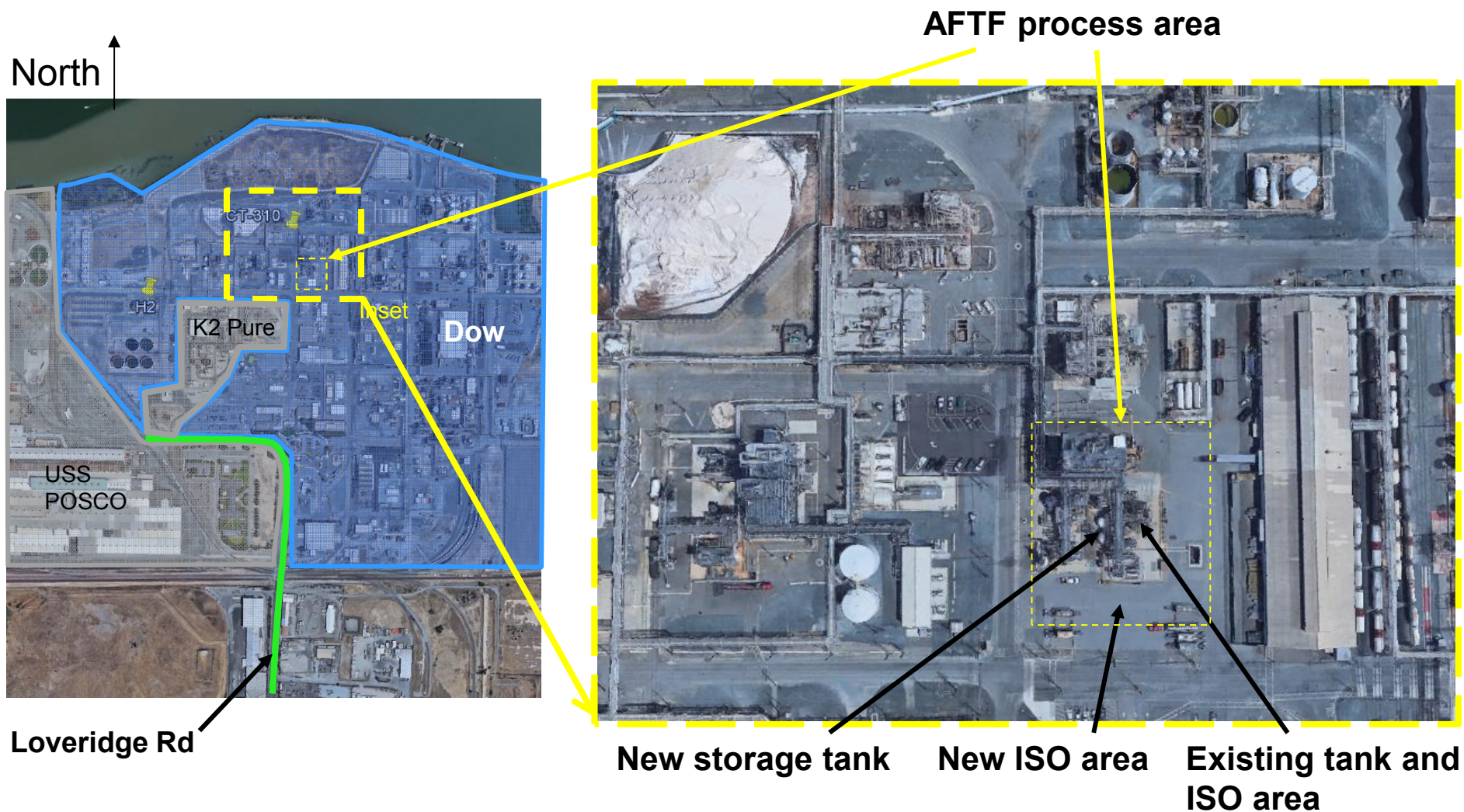


Similar dual ISO rack located onsite

B) Install a raw material storage tank:

- New horizontal tank with pump and heat exchanger. Foundations will be built and will replace two out of service vertical storage tanks and their foundations.
- Tank will be a new storage tank for an existing raw material, allow the existing tank to become a quality check tank. Raw material can be better inspected in the check tank after being unloading from ISOs and before it enters the storage tank and feed to the process.
- No new raw materials or production rates. New tank will be filled from existing tank/pump and routed to existing equipment.
- Located within the existing process tank farm and connected to existing equipment and will not be visible from city streets (Loveridge)

Project Location – Satellite Overhead



Project Location - Google Earth Tilt

AFTF process area

North ↑



New storage tank

Existing tank and
ISO area

New ISO area

Loveridge Rd

View point from street view image



Dow AgroSciences

Project Location - Google Street View

North ↑



← Loveridge Rd →

Proposed Conceptual Layout



ISO station

- > Located in currently paved area adjacent to existing tank farm.
- > Approx 90' by 40' in plan (including concrete containment) and approx 30' tall to top of roof.
- > Existing pipe rack will be extended to reach new station

New storage tank

- > Capacity is less than other storage tanks within the existing tank farm
- > Utilizing existing pipe racks

NOTICE OF INTENT

TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918

SONIC DRIVE-IN MONUMENT SIGN RELOCATION, AP-18-1352 (AD).

This is an application by All Sign Services requesting administrative design review approval to relocate the monument sign for the Sonic Drive-In Restaurant at 1600 North Park Boulevard in the CC (Community Commercial) District. Assessor's Parcel No. 088-151-044. If the application is approved, the monument sign would be installed near the corner of Loveridge Road and N. Park Boulevard for greater visibility. The sign is currently approved for installation at the south eastern corner of the site.

This project is eligible for delegation to staff under Category 2 (Freestanding Signs), pursuant to Planning Commission Resolution No. 9918. Projects eligible for delegation under this category are limited freestanding signs not already part of a sign program. Signs must be consistent with sign standards and architecturally compatible with the associated building(s).

Attachment 1 - Location Map



5/3/2018, 2:40:54 PM

Search Results: Parcel

Override 1

Parcel



City Limits

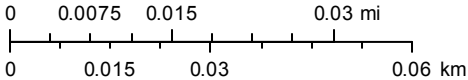


CCC Housing Authority



Caltrans ROW

1:1,128



Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

SCHEDULE

N13 - (1) 8' X 4' DF MONUMENT CABINET

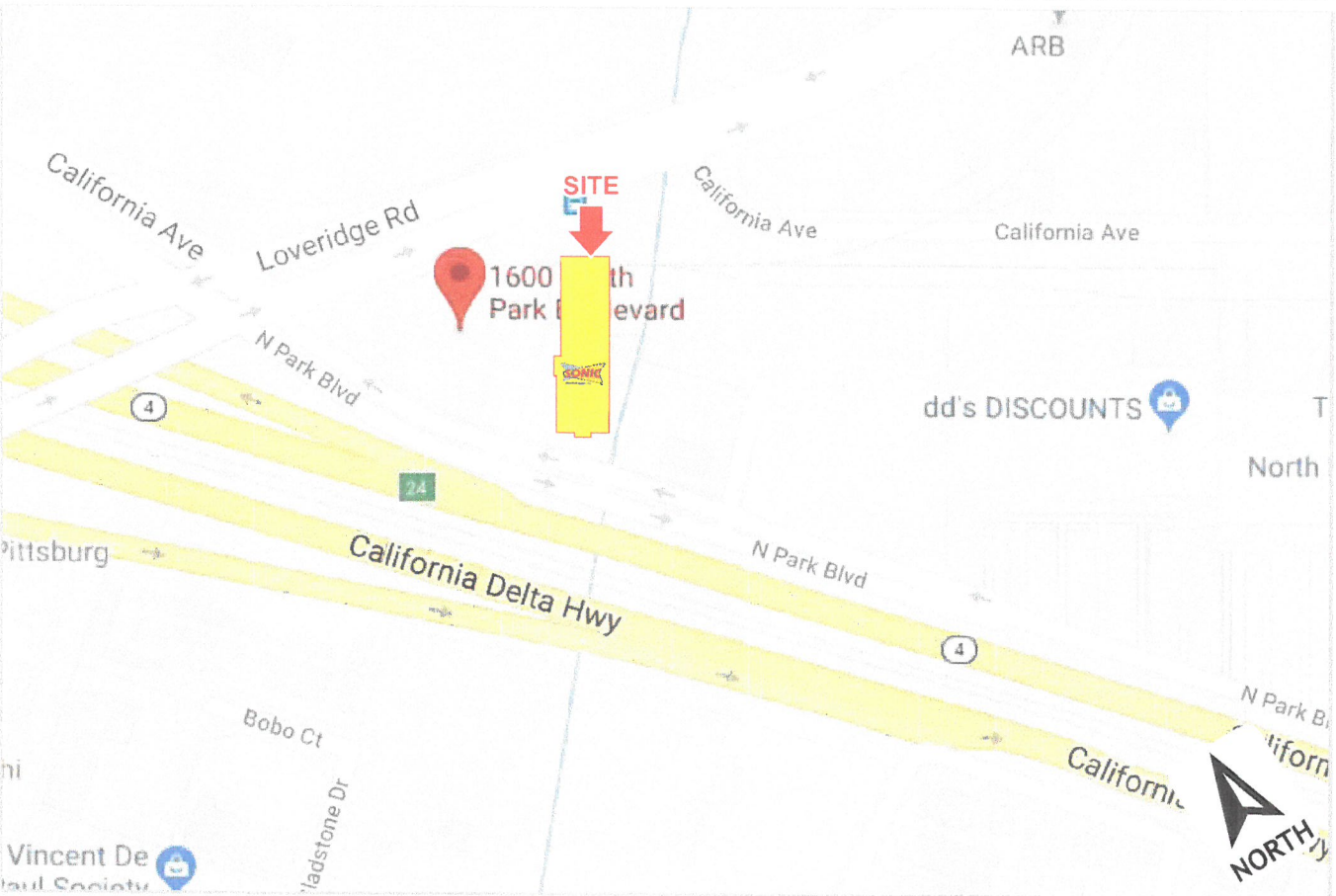
LEGEND

N1NEW PROPOSED

R1EXISTING SIGN TO BE REPLACED

X1EXISTING SIGN TO BE REMOVED

S1EXISTING SIGN TO REMAIN



VICINITY MAP

NOT TO SCALE

Sonic

1600 N. Park Blvd.

Pittsburg, CA 94565

APPROVAL

X

Title

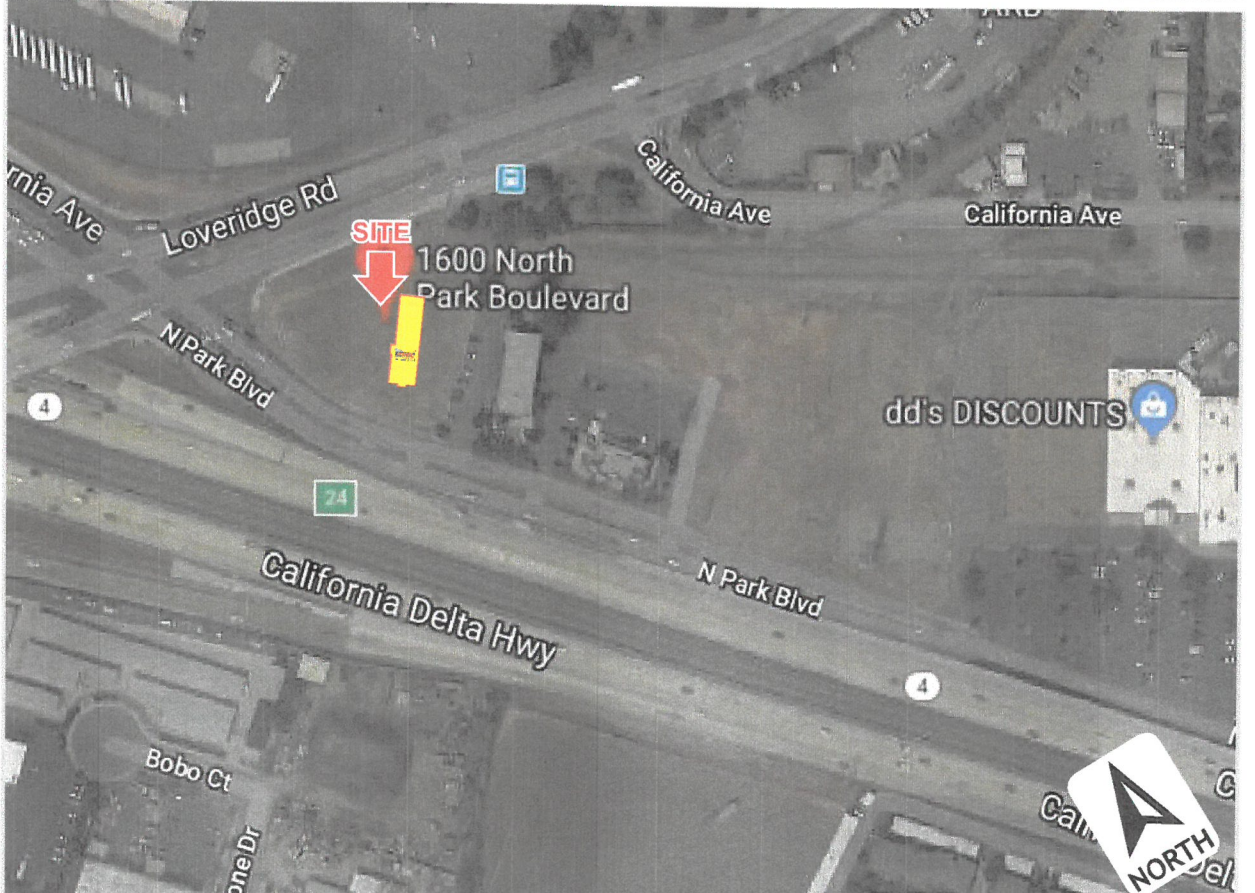
Date

SIGN CODE

SQUARE FOOTAGE INFORMATION

ALLOWABLE SQ. FT. 000

PROPOSED SQ. FT. 000



AERIAL PHOTO / SITE PLAN

NOT TO SCALE

LOREN INDUSTRIES

12226 Coast Drive

Whittier, CA 90601

Tel: 562.946.7545

Fax: 562.949.5707

St. Lic.: 455415

Los Angeles, CA

DRAWING/REVISION NO.:

03-18-0023R4

PAGE NO.:

1 OF 14

CLIENT:

Sonic

ADDRESS

1600 N. Park Blvd.

Pittsburg CA 94565

Approval Signature

X

DATE:

03/21/2018

PROJECT MANAGER

Dave Palmgren

DESIGNER:

J.Medina

REVISION DATE:

06/19/2018

REVISION BY:

Jose Soria

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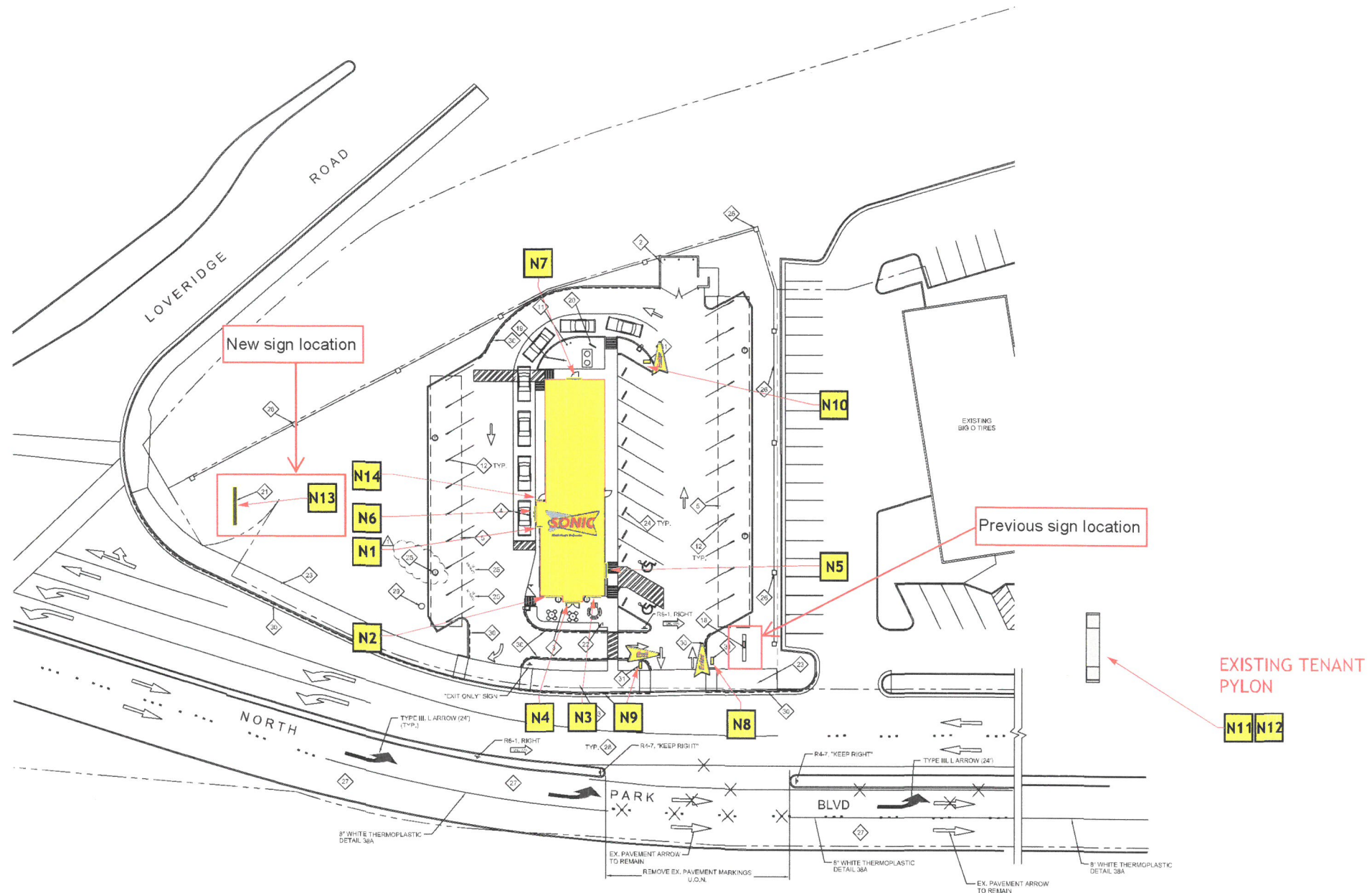
REVISION DATE:

06/19/2018

REVISION BY:

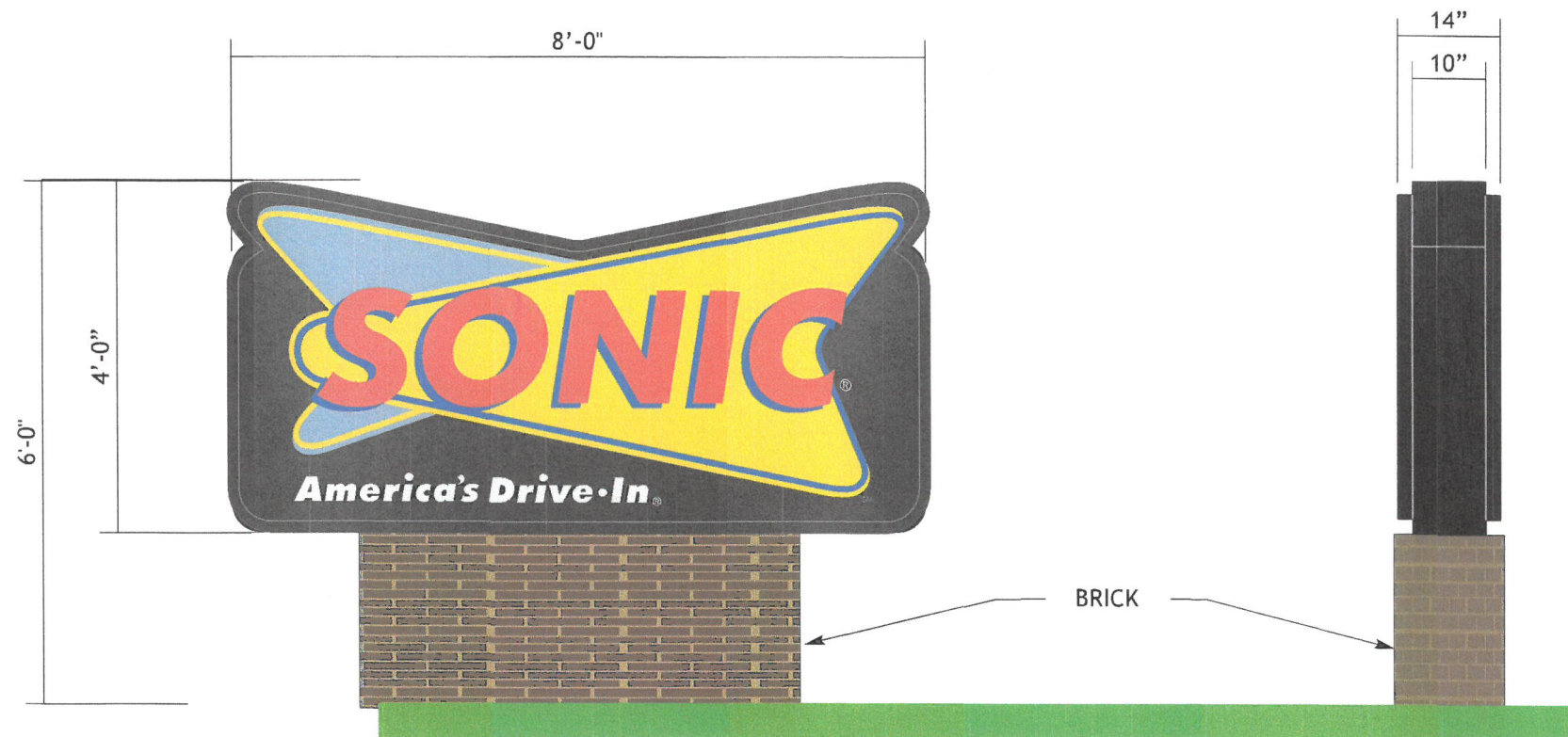
Jose Soria

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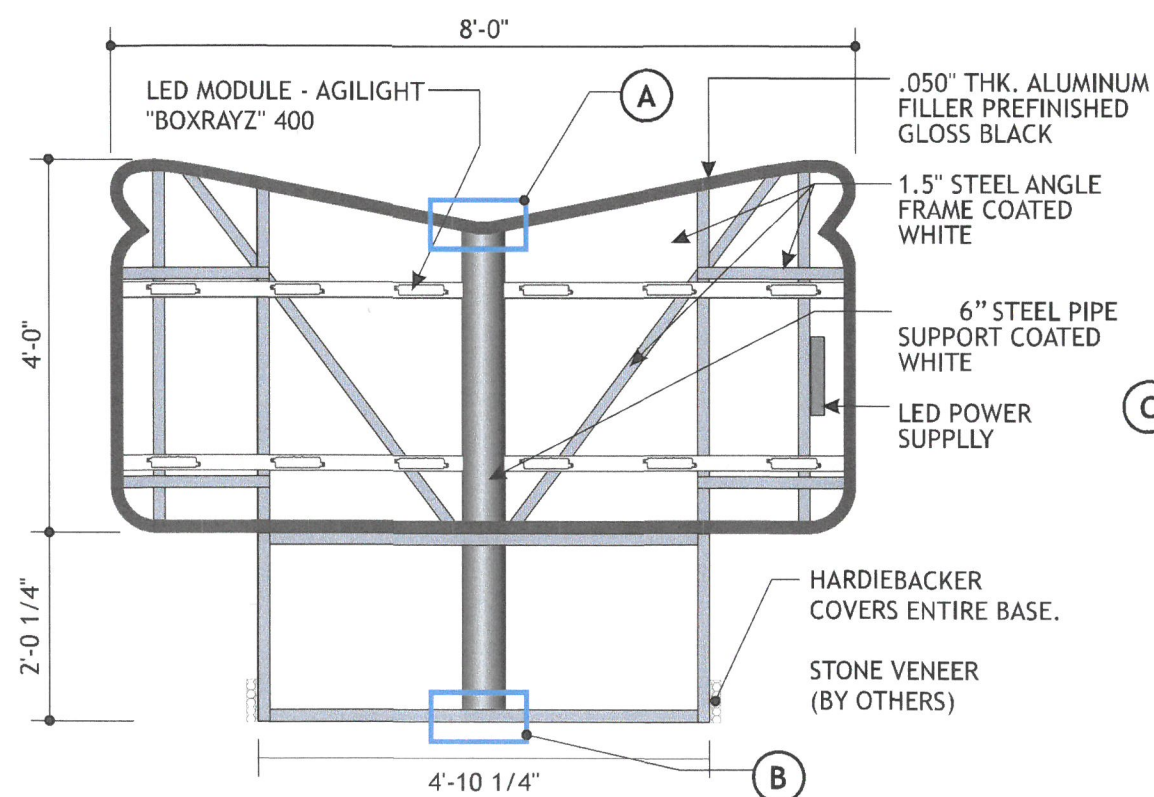
Scale: 1/64" = 1'-0"

SITE PLAN



FRONT VIEW

SIDE VIEW



FRONT VIEW

SCALE: 1/2" = 1'-0"

C SIDE VIEW OF BASE FRAME

Scale: 1/2" = 1'-0"

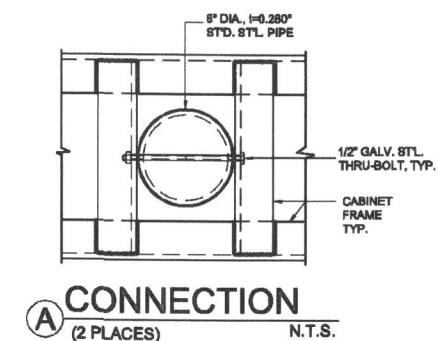
1 1/2" STEEL ANGLE FRAME (OR OTHER)
RE SPEC TO MFG THE BASE FRAME.

NOTE: PANNED AND EMBOSSED
FACE NOT SHOWN.

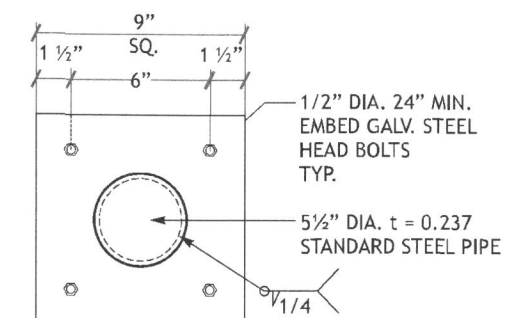
PAINT SPECS;
CABINET: BLACK ANODIC ENAMEL
RETAINER - BLACK ANODIC ENAMEL
FACE: DK BLUE - PMS 2728
RED - PMS 485
LT.BLUE - PMS 278
YELLOW - PMS 109

SPECIFICATIONS
SIGN AREA; 32 SQ.FT.
FACE - HIGH IMPACT .125 ACRYLIC;
SECOND SURFACE DECORATION
PANNED, AND EMBOSSED

ELECTRICAL
UL APPROVED
CIRCUITS: (I) 20-AMP



A CONNECTION
(2 PLACES) N.T.S.



B BASE PLATE
t = 1/2"

Scale: 1 1/2" = 1'-0"



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DRAWING/REVISION NO.:
03-18-0023R4

PAGE NO.:

13 OF 14

CLIENT:

Sonic

ADDRESS

1600 N. Park Blvd.
Pittsburg CA 94565

Approval Signature

X

DATE:

03/21/2018

PROJECT MANAGER

Dave Palmgren

DESIGNER:

J.Medina

REVISION DATE:

06/19/2018

REVISION BY:

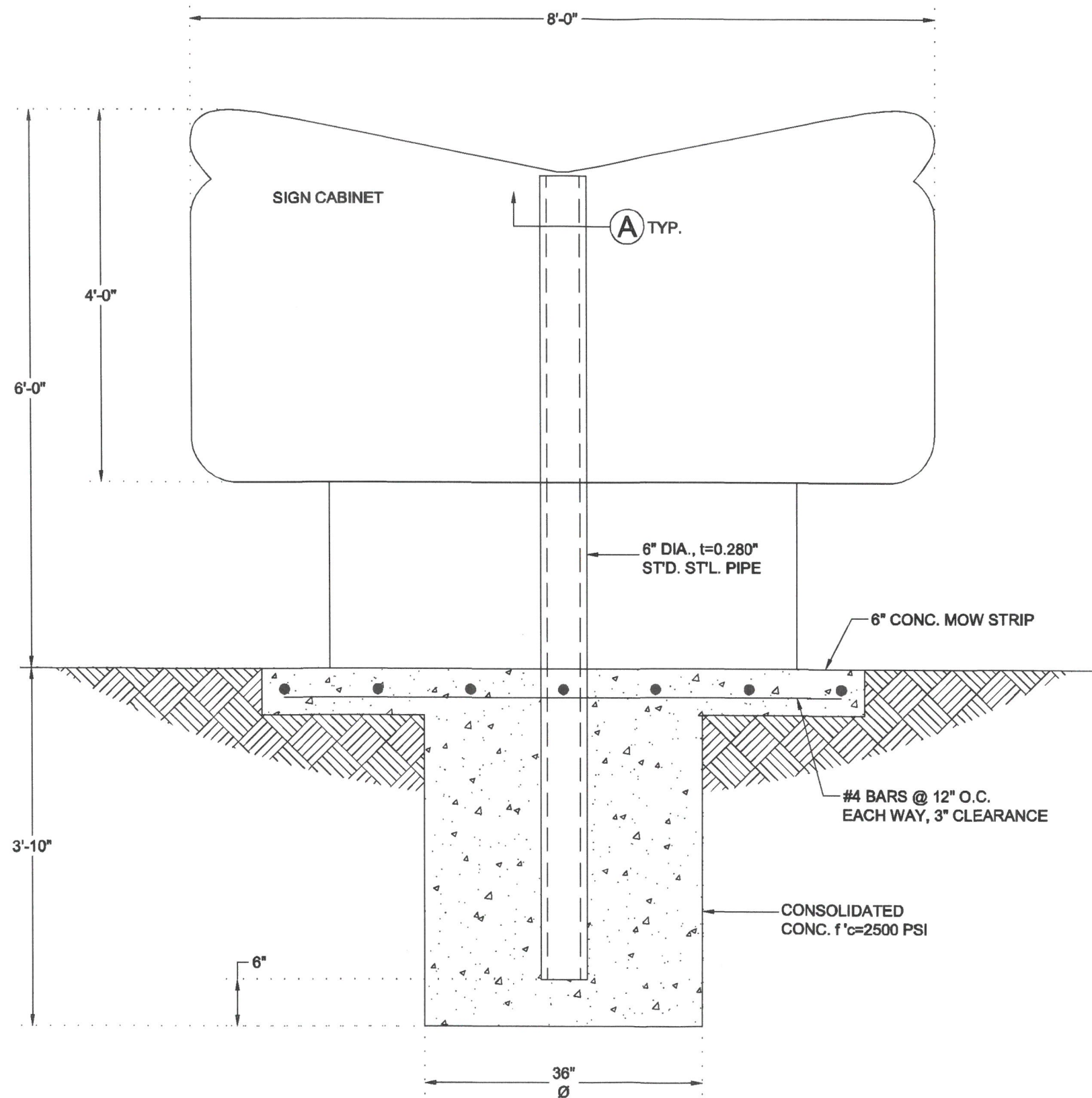
Jose Soria

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OR CORPORATION FOR ANY PURPOSE
WHATSOEVER WITHOUT PERMISSION
OF LOREN INDUSTRIES.

N13 DF LED ILLUMINATED MONUMENT SIGN

AREA: 50.0 SQ. FT.

SCALE: 1/2" = 1'-0"



ELEVATION
N.T.S.



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MONUMENT SIGN: ENGINEERING FOOTING & POLE CONNECTION DETAILS

SCALE: NTS

BEFORE THE ZONING ADMINISTRATOR OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Granting Administrative Design)
Review Approval of an Exterior Remodel)
and 100 Square Foot Addition at 295 E.)
Leland Road, for "295 E. Leland Dental)
Office, AP-18-1334 (AD).")

Resolution No. 316

The Zoning Administrator DOES RESOLVE as follows:

Section 1. Background

- A. On April 23, 2018, Jeron Chamberlain, on behalf of Marzieh Oghabian, DDS, filed Planning Application No. 18-1334 requesting administrative design review approval to remodel the exterior of, and add an additional 100 square feet to, an existing office building, located at 295 E. Leland Road, in the PD-1319 (Planned Development, City Council Ordinance No. 09-1319) District. Assessor's Parcel Number 088-183-012.
- B. The proposed project is governed by the policies and development standards in the Pittsburg General Plan, The Railroad Avenue Specific Plan (RASP), Pittsburg Municipal Code (PMC) Title 18 ("Zoning"), and the City of Pittsburg Development Review Design Guidelines (DRDGs; Planning Commission Resolution No. 9864).
- C. On September 25, 2012, the Planning Commission adopted Resolution No. 9918, delegating certain types of design review projects to the Zoning Administrator. Design review of this project is delegated to the Zoning Administrator under Category 3, Minor Building Remodels, and Category 6, Additions to Existing Buildings, of Planning Commission Resolution No. 9918.
- D. On April 24, 2018, a Notice of Intent to exercise staff delegated authority for this project was included on the Planning Commission agenda.
- E. The proposed project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, "Existing Facilities," and Class 3, "New Construction or Conversion of Small Structures" of the state CEQA Guidelines, sections 15301 and 15303.

Section 2. Findings

- A. Based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on evidence presented to the Zoning Administrator on June 26, 2018, the Zoning Administrator finds that:
 - 1. All recitals above are true and correct and are incorporated herein by reference.

2. In accordance with the requirements of PMC 18.36.020(B), the proposed improvements:
 - a. Will conform with good taste, good design and in general will not detract from the character and image of the City as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, in that the new paint colors will enhance the appearance of the building by providing an attractive, refreshed exterior. The proposed colors will coordinate with the surrounding buildings, utilizing different, yet complementary, earth tones, with a limited amount of color added to the building trim to add visual interest.
 - b. Will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable, in that the project will be required to comply with all applicable building and fire codes.
 - c. Will not be of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value, in that the proposed remodel will result in rehabilitation of a dated office building façade and will enhance the appearance of the building by providing an attractive and refreshed exterior.
 - d. Will be in harmony with proposed developments on land in the general area, in that the proposed colors will coordinate with the surrounding buildings, utilizing different, yet complementary, earth tones, with a limited amount of color added to the building trim to add visual interest.
 - e. Will generally be in conformance with the City's adopted DRDGs, specifically section IV.p, in that the project's color palate is compatible with adjacent development, as well as sections IV.a and IV.q, if conditions are added to require the landscaping be renovated within the existing planting areas, and that all downspouts or other appurtenances be painted to match the surface to which they are mounted.

Section 3. Decision

Based on the findings set forth above, the Zoning Administrator hereby grants design review approval for Planning Application No. 18-1334, subject to the following conditions:

Design Review:

1. **Conformity with Project Plans.** The project shall be carried out in substantial conformity with the project plans and sample elevations, date-stamped April 23, 2018, and attached as Exhibit A this resolution, except as may be hereinafter modified. Any major changes to the project plans shall be subject to review and approval by the Zoning Administrator.
2. **Exterior Color:** The building exterior shall incorporate the existing stone veneer. The existing and proposed CMU Block shall be freshly painted a "beige" or similar color.

The exterior of the structure shall be maintained in a good condition at all times, including but not limited to the color integrity.

3. Exterior Color. All gutters, downspouts, flashing vents, utility equipment, and similar items shall be painted to match the building exterior to which they are directly attached.
4. Exterior. The underside of all building eaves shall be patched and repaired.
5. Exterior. Trim around the rear door shall be painted purple to match the flashing and building trim.
6. Landscaping. Landscaping shall be reestablished in the planting areas along the southern property line. All landscaped areas shall be maintained so as to remain in a healthy, thriving and weed free condition. Any dead or unhealthy plants shall be replaced with a similar species. Applicant shall submit a landscaping plan, subject to approval by the Community Development Department, prior to issuance of a building permit.
7. Site Maintenance. The entire parcel shall be kept clean and free of all litter, debris, and refuse. The applicant shall install a "No Dumping" sign at the rear of the property, the final location of the sign shall be subject to approval by the Planning Division prior to installation. Any unpermitted structures on the site shall be removed.
8. Site Maintenance. The Chief of Police reserves the right to require additional measures be taken to ensure illegal dumping does not occur on any portion of the project parcel, including but not limited to, installation of security cameras and/or a security barrier to limit access to the vacant portions of the parcel. All required security improvements shall be completed at the sole cost of the property or business owner, and shall be subject to all City permitting requirements.
9. Site Maintenance. The applicant shall ensure that detergents/degreasers are never used in the process of outdoor cleaning, and that employees use dry cleanup methods whenever possible.
10. Refuse Storage. The property owner shall ensure that trash and recycling facilities are properly maintained and provide adequate storage and pickup for the business. All refuse totes shall be stored in an enclosed and lockable area which is not visible from the public right-of-way. The City Engineer reserves the right to require additional measures be taken to ensure proper maintenance of the refuse facility, including but not limited to requiring construction of a trash enclosure, larger bins, an increased number of bins, and additional pickups up to the maximum amount provided by the City-contracted refuse collection company.
11. Medical Waste Disposal. All medical waste shall be disposed of in a manner which complies with all local, state, and/or federal requirements.
12. Parking Lot. The applicant shall restripe the parking lot, and ensure that all spaces comply with PMC section 18.78.

13. Parking Lot. No parking spaces shall be located in front of any building doors or exits.
14. Bicycle Parking. The applicant shall maintain permanent, fixed bicycle parking for at least one (1) bicycle on-site in a location providing convenient access and natural surveillance. The final location of bicycle parking stall shall be subject to review and approval by the Planning Division prior to installation.
15. Sidewalks. The applicant shall remove and replace all broken concrete sidewalk adjacent to the project frontage.
16. Signage. This resolution does not approve on-site signage. No permanent wall signs or temporary, promotional, or event signs and banners may be placed on the site prior to approval by the Planning Division.
17. Lighting. The applicant shall submit a lighting plan for parking lot area, subject to approval by the Community Development Department.
18. Construction. All site development shall comply with Title 15 (Building and Construction) of the Pittsburg Municipal Code.

Standard Conditions:

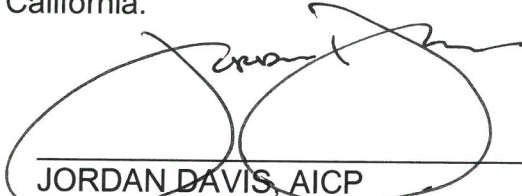
19. Other Agency Requirements. The developer shall comply with all the requirements of the Community Development Department (including the Planning, Engineering and Building Divisions), Contra Costa County Fire Protection District, Delta Diablo Sanitation District, and all other applicable local, state 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.
20. 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 conflict between the Standard Conditions of Development and the specific conditions of approval specified in this resolution, the specific conditions of this Resolution No. 316 shall govern.
21. Indemnification. Developer 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 developer's sole cost and expense. Developer may select its own legal counsel to represent developer's interests at developer's sole cost and expense. Developer 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.

22. Expiration of Approval. This design review approval will expire on June 26, 2019, unless a written request for an extension is filed with the Planning Division prior to the expiration date and is subsequently approved by the Zoning Administrator.

Section 4. Effective Date

This resolution shall take effect immediately upon adoption of this resolution.

The foregoing resolution was passed and adopted the 26th day of June 2018, by the Zoning Administrator of the City of Pittsburg, California.



JORDAN DAVIS, AICP
ACTING ZONING ADMINISTRATOR

STANDARD CONDITIONS OF DEVELOPMENT
(Planning Commission Resolution No. 8931)

All projects approved by the Planning Commission must meet the following standard conditions unless specifically exempted by the Commission or Council.

A. Project Site.

1. The applicant shall comply with all regulations and code requirements of the Building Division, Engineering Division, Contra Costa Fire Protection District, the Police Department and any other agencies requiring review of the project. If required, these agencies shall be supplied copies of the final building and site plans.
2. Developer shall provide written notification to adjacent property owners for any drainage work required to collect or convey storm water runoff, which may or will affect their properties.
3. During construction water trucks or sprinkler systems are to be used in sufficient quantities to prevent dust from leaving the site during any earthmoving and/or construction activities. Nonpotable water shall be used from a source approved by the City Engineer. (Title 15 of PMC)
4. Continuous 6" high Portland Concrete Cement curbing shall be provided between all driveways and landscaped areas as indicated in the City of Pittsburg Standard Details. In addition to above, curbing between length of parking space and landscaped area shall include a 12" wide "Courtesy Curb."
5. CC&R's (Covenants, Conditions and Restrictions) for the project shall contain appropriate provisions for joint maintenance of any infrastructure, roadways, utilities, landscaping and irrigation as determined necessary by the City Engineer.
6. Developer shall submit a study addressing on and off-site storm water and sewer system capabilities. If the study indicates that the present system is inadequate, the developer must provide plans and install any additional storm water and sanitary and sanitary sewer facilities including off-site improvements to correct storm water runoff and sanitary sewer demands anticipated for upstream buildout in accordance with the Pittsburg General Plan.
7. Environmental and engineering studies, as directed by the Planning and Building Director, must be complete and on file prior to commencement to plan checking. Developer shall install off-street improvements determined necessary by the City Engineer to provide safe traffic conditions.
8. Developer shall underground existing and required on and off-site utilities as specified in Chapter 17 of the Municipal Code or as deemed necessary by the City Engineer.
9. All site development shall comply with title 12 (Streets, Sidewalks and Utilities), Title 13 (Water and Sewers) and Chapter 15.88 (Grading, Erosion and Sediment Control) of the Pittsburg Municipal Code as determined by the City Engineer. Issuance of a site development permit will be required whereby specific engineering requirements will be made as conditions of approval of that permit.
10. The CC&R's shall restrict the storage of recreational vehicles on this site or parcels unless they are the principle source of transportation for the

owner and prohibit parking on the public street for long than 72 hours.

11. All retaining wall adjacent to public right-of-ways shall be provided with decorative treatment, subject to approval by the Planning Division.

12. The design of any masonry soundwall shall be approved by the Planning and Building Department. It shall match or harmonize with existing soundwalls of neighboring projects along that street.

B. Architecture.

1. All mechanical, irrigation, ground and/or roof mounted equipment shall be architecturally screened from view from all public right-of-ways prior to issuance of certificate of occupancy.

2. All trash enclosures shall be constructed of masonry material with self-enclosing doors and have a second access. The enclosure shall have materials and colors consistent with the primary building.

3. All vents, gutters, downspouts, flashing electrical conduits, etc., shall be painted or finished to match the color of the adjacent surface unless otherwise directed by the Planning Commission.

4. Soffits and other architectural elements visible from view but not detailed on the plans shall be finished in a material in harmony with the exterior of the building.

5. Finish quality of exterior design elements including, but not limited to, building façades and landscaping shall be subject to approval of the Planning Division prior to issuance of Certificate of Occupancy.

C. Landscaping.

1. Specific landscaping for screening shall have an appearance of mature growth subject to a field check and approval by the Planning Division prior to Certificate of Occupancy.

2. The area under the drip line of all existing trees, which are to be saved, shall be fenced during construction. Grading shall be restricted under them to prevent soil compaction around the trees and to protect them from damage.

3. An existing tree inventory shall be created and included on the site plan for all new projects prior to approval of grading plan.

4. All slope banks in excess of five (5) feet in vertical height and 2:1 or greater slope shall be landscaped and irrigated for erosion control and to soften their appearance as follows: one 15-gallon or larger size tree per each 150 sq. ft. of slope area, one 1-gallon or larger size shrub per each 100 sq. ft. of slope area, and appropriate ground cover 12-24 inches on-center. In addition, slope banks in excess of eight (8) feet in vertical height and 2:1 or greater slope also include one 5-gallon or larger size tree per each 250 sq. ft. of slope area. Trees and shrubs shall be planted in staggered clusters to soften and vary slope plane. Slope planting required by this condition shall include a permanent irrigation system to be installed by the developer prior to occupancy.

5. All planting shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, cleaning of debris and trash, fertilizing and regular watering. Whenever necessary, planting shall be replaced with other plant materials to insure continued compliance with applicable landscaping requirements. Required

irrigation systems shall be fully maintained in sound operating condition with heads periodically cleaned and replaced when missing to insure continued regular watering of landscape areas, and health and vitality of landscape materials.

D. General Requirements

1. Final inspection for occupancy permits will not be granted until all construction and landscaping is complete in accordance with approved plans.
2. The applicant shall defend, indemnify and hold harmless the City of Pittsburg, its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval, or any aspect of the City's consideration of applicant's project. The applicant recognizes and agrees that applicant's voluntary commitment to meet the obligations described in this condition is an integral factor in the City's approval of this project. The intent of this condition is to require the applicant to bear the cost of any and all litigation instituted to overturn or in any way modify the City's approval of this project. Such costs include without limitation, any award of attorney's fees and costs to a prevailing plaintiff or petitioner. In the event the city becomes aware of any such claim, action, or proceeding, the City shall promptly notify the applicant and shall cooperate fully in the defense. If the City fails to promptly notify the applicant, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Nothing contained in this condition prohibits the City from participating in the defense of any claim, action, or proceeding, if both the following occur:
(a) the City bears its own attorneys' fees

and costs; and (b) the City defends the action in good faith. The applicant shall not be required to pay or perform any settlement unless the applicant approves the settlement.

3. It is required by State Law (Business and Professional Code Section No. 5537 & 5538 and Section 302(b) of the Uniform Building Code) that all commercial buildings, new or existing must have a licensed professional designer (Architect, Civil or Structural Engineer) to design all changes of use or occupancy as well as new construction.
4. The applicant shall submit a complete area water pressure availability study for all phases of the Project prior to issuance of any development permits. If the study indicates that the present system is inadequate, the Applicant must provide plans, which will demonstrate any remedial action necessary to abate the deficiency and shall take all necessary actions at the applicant's expense.
5. This use permit may be recalled to the Planning Commission for review at any time due to complaints regarding lack of compliance with conditions of approval, traffic congestion, noise generation, or other adverse operating characteristics. At such time, the Commission may revoke the use permit or add/modify conditions approval.
6. It is the responsibility of the applicant or developer to check with each agency for requirements that may pertain to their project.
7. All signs shall be submitted to the Planning Division for design review per Title 19 of the Pittsburg Municipal Code.
8. All landscape areas shall be maintained in a healthy, thriving and weed free condition.

9. The site shall be maintained in a neat and clean manner free of trash and debris.

10. All outdoor mechanical equipment, satellite dishes, fire main and all rooftop equipment shall be fully visually screened upon installation subject to the approval of the Planning Division. Screening devices shall be shown on construction and/or landscape plans.

11. All exterior light fixtures shall be shown on plans subject to staff review and approval. All lights attached to buildings shall provide a soft "wash" of light against the wall. All building and parking or yard lights shall conform to City Parking Standards 18.78.050 (F) and Performance Standards 18.82.030 (B) and shall compliment the site and building architecture.

12. Prior to occupancy, the developer shall supply the City with an ACAD computer disk file showing plans that reflect the project as it was build (As-Built) at the discretion of the Planning and Building Director.

E. Standard Conditions of Approval
Requiring Minimum Construction Site
Management Practices

1. (Projects involving land disturbances of less than five (5) acres) – During construction activities, the project sponsor shall reduce or prevent to the maximum extent practicable the direct or indirect discharge of any pollutant into the storm drain system utilizing best management practices contained in the California Storm Water Best Management Practices Handbook for Construction Activities. Construction activities include, but are not limited to: watering operations; roadwork and paving operations; concrete and painting; structure construction and painting; construction material storage and

handling; construction waste/debris storage and disposal; and, construction equipment/vehicle cleaning, maintenance and fueling operations. The project sponsor is also responsible for training all contractors and subcontractors on the best management practices which are identified in the California Storm Water Best Management Practices Handbook for Construction Activities which will be available at the pre-construct meeting of the project.

or

2. (Projects involving land disturbances of five (5) acres or more) – Prior to commencement of any site work that will result in a land disturbance of five acres or more, the project sponsor shall submit to the City a copy of the Notice of Intent (NOI) sent the State Water Resources Control Board and the Stormwater Pollution Prevention Plan (SWPPP) prepared for the project, as required by the State's General Construction Activity Permit.

3. All storm drains, which serve the site, shall be protected from spills and soil runoff (from unpaved parking areas). The applicant may use "Any Source Control" BMP (Best Management Practice) as listed in the California Storm Water Best Management Practice Handbook for storm water run-off for commercial and industrial sites. Storm drains will be inspected periodically. Questions may be referred to City NPDES Coordinator, at 252-4920.

APPROVED BY

THE CITY OF PITTSBURG

Planning Department
 X Zoning Administrator
 Planning Commission
 City Council

App. No. 40-18-1334

Reso. No. 310

Date Approved: 10-26-18

Signature: *Cellina*

DOME SPACING

DOME SECTION

DETECTABLE WARNING
 /TRUNCATED DOME DETAIL

NOTES

1. THE FLOOR OR GROUND SURFACES OF CLEAR FLOOR SPACES, WHEEL CHAIR SPACES AND TURNING SPACES SHALL BE LEVEL (1/4" SLOPE MAX).
2. DOORS SHALL BE PERMITTED TO SWING INTO TURNING SPACES BUT NOT CLEAR FLOOR SPACES OR WHEEL CHAIR SPACES. DOORS MAY BE PERMITTED TO SWING INTO CLEAR FLOOR SPACES IF THE DOOR IS PERMITTED TO SWING THROUGH THE CLEAR SPACE IN SUCH A MANNER AS TO NOT OBSTRUCT THE CLEAR SPACE.
3. CLEAR FLOOR AND TURNING SPACES MAY INCLUDE KNEE AND THE CLEARANCE.
4. CLEAR FLOOR AND TURNING SPACES MAY OVERLAP OTHER CLEAR SPACES BUT WHEELCHAIR SPACES MAY NOT OVERLAP CIRCULATION PATHS.



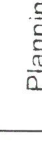
UNOBSTRUCTED FORWARD REACH C.A.C. 118-34.2



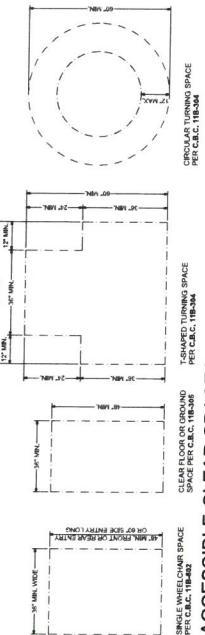
UNOBSTRUCTED SIDE REACH C.A.C. 118-34.3



OBSTRUCTED FORWARD REACH C.A.C. 118-34.2



OBSTRUCTED HIGH SIDE REACH C.A.C. 118-34.3



ACCESSIBLE CLEAR SPACES SCALE: 1/2" = 1'-0"



PATH OF TRAVEL



DOME SECTION



DETECTABLE WARNING / TRUNCATED DOME DETAIL



ACCESSIBLE PARKING SPACE SIGN SCALE: 3/4" = 1'-0"



ACCESSIBLE PARKING DRIVEWAY ENTRY SIGN SCALE: 3/4" = 1'-0"



ACCESSIBLE PARKING DRIVEWAY ENTRY SIGN SCALE: 3/4" = 1'-0"



ACCESSIBLE PARKING DRIVEWAY ENTRY SIGN SCALE: 3/4" = 1'-0"



ACCESSIBLE PARKING DRIVEWAY ENTRY SIGN SCALE: 3/4" = 1'-0"



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ACCESSIBLE PARKING DRIVEWAY ENTRY SIGN SCALE: 3/4" = 1'-0"



ACCESSIBLE PARKING DRIVEWAY ENTRY SIGN SCALE: 3/4" = 1'-0"



ACCESSIBLE PARKING DRIVEWAY ENTRY SIGN SCALE: 3/4" = 1'-0"

Westridge Builders, Inc.
 Loomis, California 95650
 PHONE: (916) 660-9919
 CONTRACTORS LLC, 528562
 westridgebuilders@yahoo.com

Marzieh Oghabian, DGS
 295 East Leland Road
 Pittsburg, California 94565

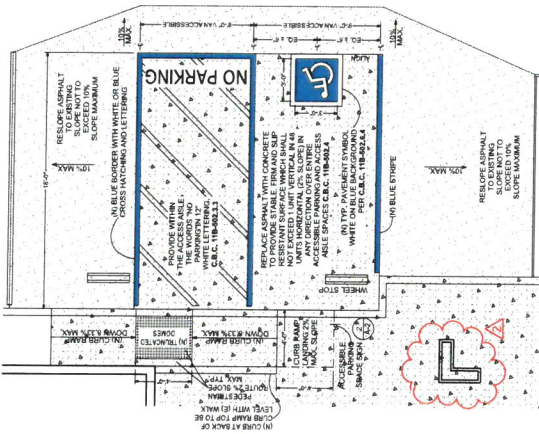
DATE: 7/20/17
 SCALE: AS SHOWN
 DRAWN BY: K
 TOTAL SHEETS: 21
 A-2

ACCESSIBLE PATH OF TRAVEL

EAST LELAND ROAD

LEGEND
 ACCESSIBLE
 PATH OF TRAVEL

SCALE: 1" = 10'



ACCESSIBLE PARKING DRIVEWAY ENTRY SIGN SCALE: 3/4" = 1'-0"

ACCESSIBLE PARKING DRIVEWAY ENTRY SIGN SCALE: 3/4" = 1'-0"

ACCESSIBLE PARKING DRIVEWAY ENTRY SIGN SCALE: 3/4" = 1'-0"

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ACCESSIBLE PARKING DRIVEWAY ENTRY SIGN SCALE: 3/4" = 1'-0"

ACCESSIBLE PARKING DRIVEWAY ENTRY SIGN SCALE: 3/4" = 1'-0"

Planning Department
 X Zoning Administrator
 Planning Commission
 City Council

Signature: Cedina F Palmer

DEMOLITION PLAN

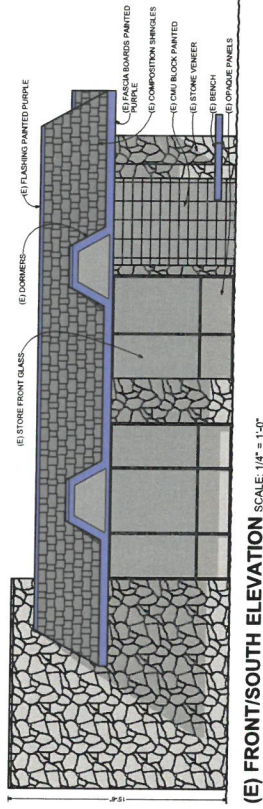
A-4 DEMOLITION PLAN - Picked on 4/24/2018 at 8:54 AM by J... File Path: S:\Work\Projcts_Utah\A-4\A-4-18.plt

REVISED 8-21-17 JC	REVISED 4/16/18 JC
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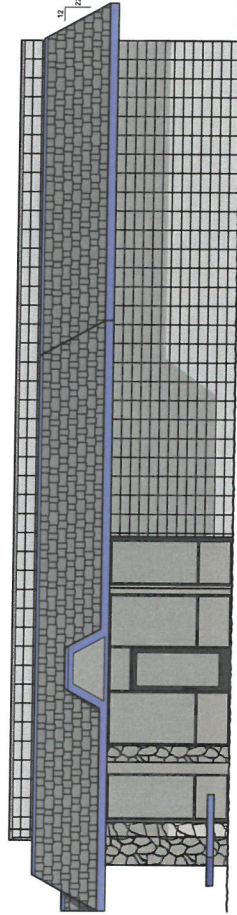
APPROVED BY THE CITY OF PITTSBURG

☒ Planning Department
☒ Zoning Administrator
☒ Planning Commission
☒ City Council

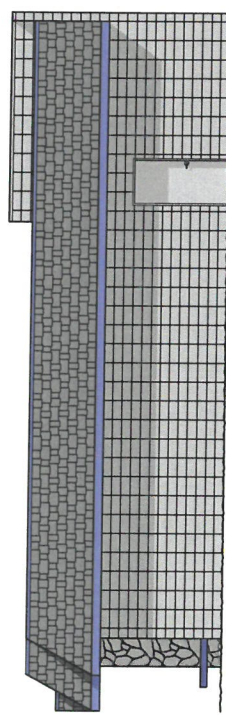
App. No. AP-18-1324
 Reso. No. 316
 Date Approved: 10.26.18
 Signature: Julius Palmer



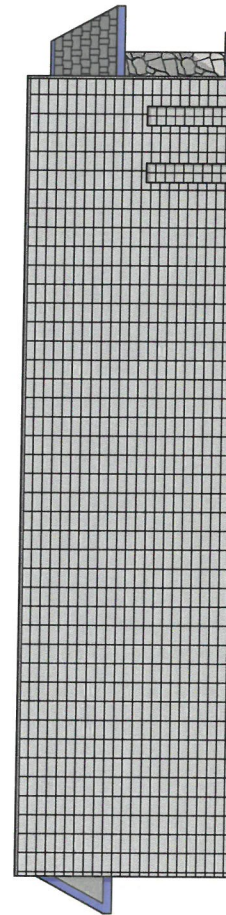
(E) FRONT/SOUTH ELEVATION SCALE: 1/4" = 1'-0"



(E) RIGHT/EAST SIDE ELEVATION SCALE: 1/4" = 1'-0"



(E) REAR/NORTH ELEVATION SCALE: 1/4" = 1'-0"



(E) LEFT/WEST SIDE ELEVATION SCALE: 1/4" = 1'-0"

REVISED 8-21-17 JC
 REVISED 4/16/18 JC

EXISTING ELEVATIONS

Marzieh Oghabian, DDS
 295 East Leland Road
 Pittsburg, California 94565

6340 Wells Avenue
 Loomis, California 95650
 PHONE: (916) 660-9919
 CONTRACTORS LLC 528562
 westridgebuilders@yahoo.com

Westridge
 Builders, Inc.

DATE: 10/1/17
 SCALE: AS SHOWN
 DRAWN BY: JC
 TOTAL SHEETS: 21

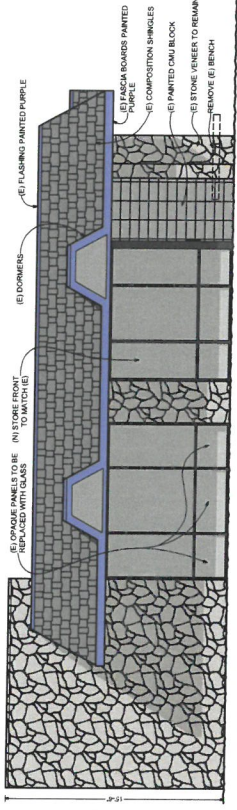
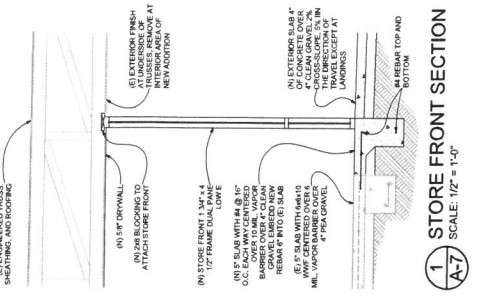
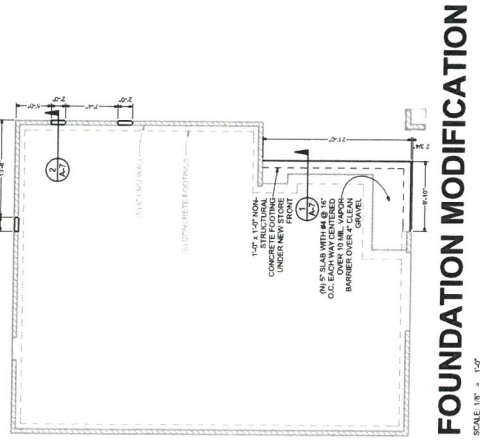
A-6

APPROVED BY
THE CITY OF PITTSBURG

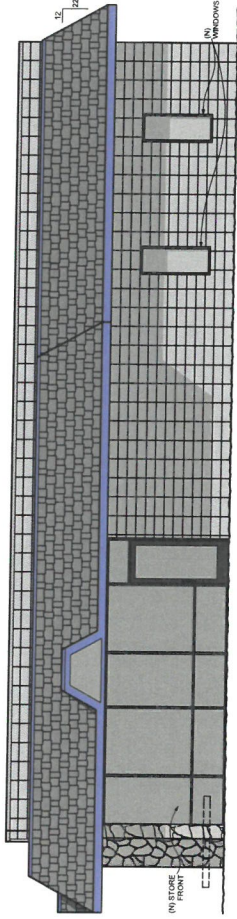
Planning Department
X Zoning Administrator
Planning Commission
City Council

App. No. AP-18-1234
Reso. No. 316
Date Approved: 6.24.18
Signature: Jelina Palmer

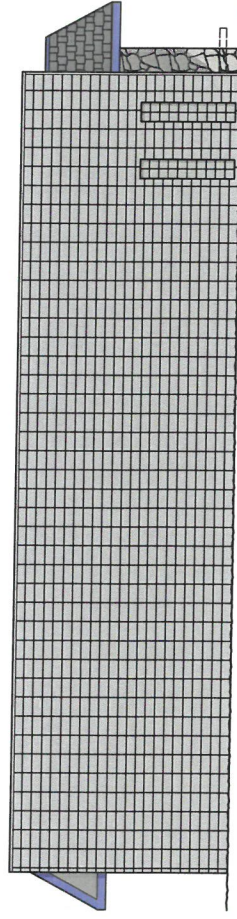
NEW FOOTING TO EXISTING
SCALE: 1/2" = 1'-0"



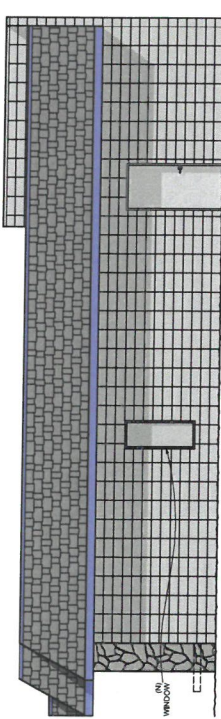
(N) FRONT/SOUTH ELEVATION SCALE: 1/4" = 1'-0"



(N) RIGHT/EAST SIDE ELEVATION SCALE: 1/4" = 1'-0"



(N) LEFTWEST SIDE ELEVATION SCALE: 1/4" = 1'-0"

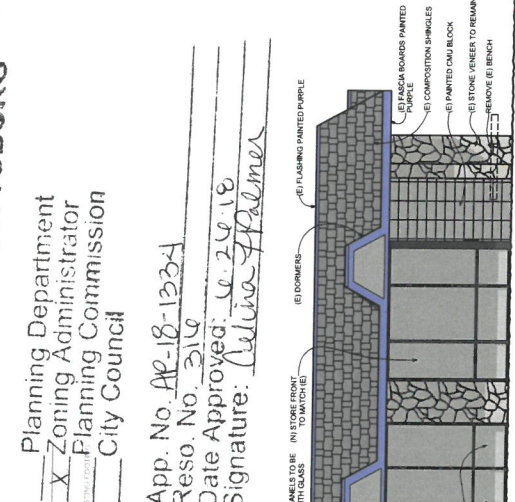
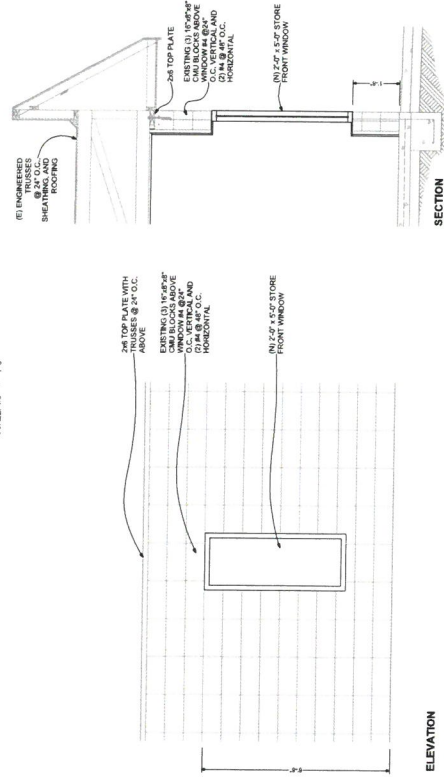
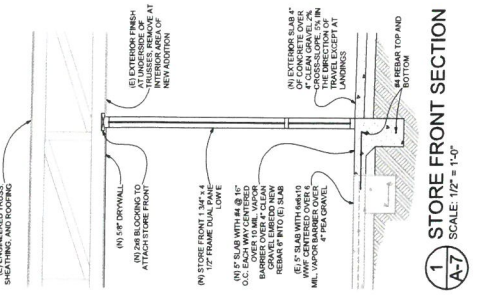


(N) REAR/NORTH ELEVATION SCALE: 1/4" = 1'-0"

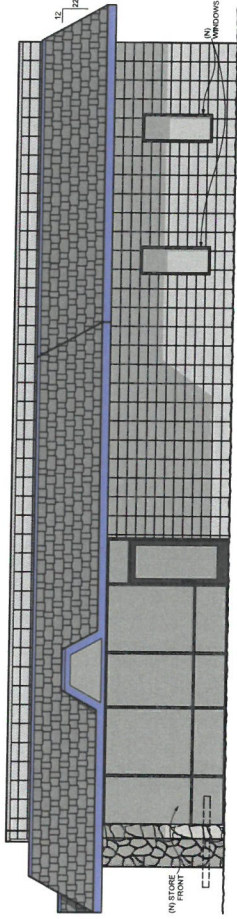
FOUNDATION MODIFICATION

STORE FRONT SECTION

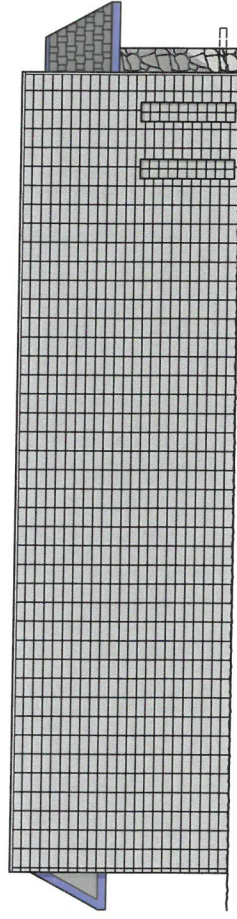
NEW WINDOW OPENING DETAIL



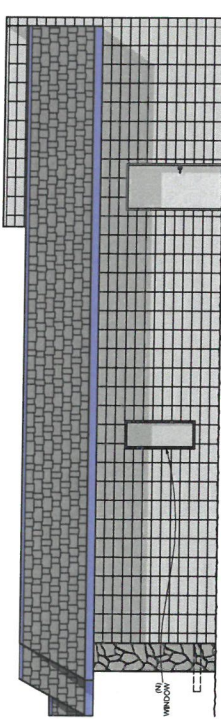
(N) FRONT/SOUTH ELEVATION SCALE: 1/4" = 1'-0"



(N) RIGHT/EAST SIDE ELEVATION SCALE: 1/4" = 1'-0"



(N) LEFTWEST SIDE ELEVATION SCALE: 1/4" = 1'-0"



(N) REAR/NORTH ELEVATION SCALE: 1/4" = 1'-0"

REVISION 8/21/17 JC
REVISION 4/16/18 JC

NEW ELEVATIONS

Marzieh Oghabian, DDS
295 East Leland Road
Pittsburg, California 94565

Westridge Builders, Inc.
Loomis, California 95650
PHONE: (916) 660-9919
CONTRACTORS LLC, 528562
westridgebuilders@yahoo.com

DATE: 7/25/17
SCALE: AS SHOWN
DRAWN BY:
TOTAL SHEETS: 31
A-7

**PITTSBURG HISTORIC RESOURCES COMMISSION
MEETING MINUTES**

July 11, 2017

CALL TO ORDER

A meeting of the Pittsburg Historic Resources Commission was called to order by Acting Chair Gargalikis at 7:48 p.m. on Tuesday, July 11, 2017, in the Council Chamber, City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Chair Gargalikis, Vice Chair Coniglio, Commissioners Croskey, Foster, Guerrero, Robinson, Ward

Staff: City Engineer / Director of Public Works Fritz McKinley, Community Development Director Jill Hecht, Planning Manager/Secretary Kristin Pollot, Administrative Assistant Amanda McVey, Senior Civil Engineer Richard Abono

REORGANIZATION

On motion by Commissioner Croskey seconded by Commissioner Foster to nominate Mark Gargalikis as Chair and carried unanimously.

On motion by Commissioner Croskey seconded by Commissioner Guerrero to nominate James Coniglio as Vice Chair and carried unanimously.

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 December 20, 2016

On motion by Commissioner Coniglio seconded by Commissioner Ward to approve the minutes and carried unanimously.

ADJOURNMENT

The meeting was adjourned at 7:50 p.m.

Kristin Pollot, AICP, Secretary