4.2 Acorn Self-Storage-An Application Requesting Approval of: 1) a General Plan Amendment (GPA 04-16) to Amend the Land Use Designation From Single-Family Low Density Residential (SL) to Commercial (CO); 2) a Rezone (RZ 06-16) from Unzoned to Planned Development (P-1); and 3) Design Review (DR 13-16) to Construct an Approximately 4.671-Acre Self-Storage Facility Including an Office and Resident Manager's Building on a Vacant Lot Located at 4275 Neroly Road (APN 041-021-025) (Joshua McMurray, Planning Manager)

#### Staff recommendation:

- Open the Public Hearing
- Receive the Staff Report
- Receive Comments from the Applicant
- Receive Public Testimony
- Close the Public Hearing
- Deliberate
- Summarize the Deliberation
- Adopt the Mitigated Negative Declaration (included as a finding to proposed General Plan resolution and references in the proposed Rezone ordinance and Design Review resolution); Adopt a Resolution Approving the General Plan Amendment, as conditioned; Waive the First Reading and Introduce an Ordinance Approving the Rezone, as conditioned; and Adopt a Resolution Approving the Design Review, as conditioned.

Agenda Date: 08/09/2016

Agenda Item: 4.2



# STAFF REPORT

Date:

August 9, 2016

To:

Bryan H. Montgomery, City Manager

From:

Joshua McMurray, Planning Manager

Approved and forwarded to City Council

Bryan H. Montgomery, City Manager

Subject: Acorn Self-Storage - An application requesting approval of: 1) a General Plan Amendment (GPA 04-16) to amend the land use designation from Single-Family Low Density Residential (SL) to Commercial (CO); 2) a Rezone (RZ 06-16) from unzoned to Planned Development (P-1); and 3) Design Review (DR 13-16) to construct an approximately 4.671-acre selfstorage facility including an office and resident manager's building on a

vacant lot located at 4275 Neroly Road. APN 041-021-025

# Summary and Background

This is a request by JMI Properties Corporation ("Applicant") requesting approval of: 1) a General Plan Amendment (GPA 04-16) to amend the land use designation from Single-Family Low Density Residential (SL) to Commercial (CO); 2) a Rezone (RZ 06-16) from unzoned to Planned Development (P-1); and 3) Design Review (DR 13-16) to construct an approximately 107,700 square foot self-storage facility including a 2,200 square foot office and resident manager's building on an approximately 4.7-acre vacant lot. The project includes the installation of photovoltaic solar panels on all roofs of the self-storage facility, and the project site would be accessed from Neroly Road.

Staff recommends the City Council approve the Acorn Self-Storage project, as conditioned.

# General Plan and Zoning

The existing land use designation on the subject site is "Single-Family Residential, Low Density (SL)". The purpose of the SL Land Use Designation is to accommodate traditional single-family residential development, which maintains the low density typical of a large-lot suburban development. This designation allows for a minimum of 0.8 dwelling units and a maximum of 2.3 dwelling units per gross acre. Population density in this land use

designation generally ranges from 3 to 8 persons per acre. Primary land uses include detached single-family homes and accessory structures. Secondary uses may include home occupations, small residential care and childcare facilities, churches and other places of worship, and other uses and structures incidental to the primary use.

The property is currently unzoned.

# Existing Conditions and Surrounding Land Uses

The approximately 4.67-acre site is located across from the Neroly Road and Placer Drive intersection at 4275 Neroly Road. The site is currently is undeveloped (See Figure 1. Street View of Project Site and Figure 2. Aerial of Project Site and Adjacent Properties). The Union Pacific Railroad line is directly west of the site. West of that is a parcel that is at the western edge of the Oakley City limit line. Further west is undeveloped property within the City of Antioch and Highway 4. An existing single-family residential neighborhood exists to the east of the project site. Existing single-family homes exist to the south and north, although they are not immediately contiguous with the site.

Figure 1. Street View of Project Site

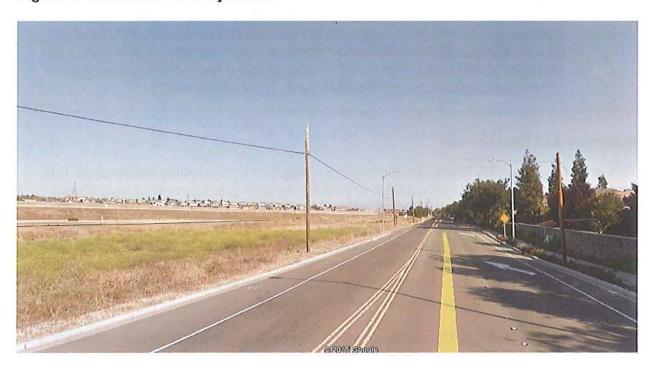


Figure 2. Aerial of Project Site and Adjacent Properties



# **Project Description**

# Proposed General Plan Amendment

The proposed General Plan land use designation amendment is to change the SL designation on the property to "Commercial" ("CO"). As stated in the Oakley 2020 General Plan, "[The commercial] designation allows for a broad range of commercial uses typically found adjacent to residential neighborhoods, downtowns, and freeways." In order to establish a self-storage use, the applicable land use designation would need to be amended to a non-residential land use designation, such as CO.

# Proposed Rezoning

Amending the applicable land use designation to CO would allow for a rezoning application to change the applicable zoning district, but only to one of the zoning districts found to be compatible with CO, which include Retail Business (RB) District, General Commercial (C) District, or Planned Unit Development (P-1) District. The C District allows for self-storage (termed "mini-self storage" in the OMC) with approval of a conditional use permit, but only if accompanied by retail storefronts. The RB and C Districts do not solely permit self-storage. This project does not include a retail component along the frontage, therefore, the only applicable option for rezoning is to a P-1 District, which may permit and conditionally permit specific uses so long as they are compatible with the overlying General Plan land use designation.

The applicant has proposed P-1 District regulations specific to the project. In summary, the regulations would allow for any use approved as part of a final development plan, such as the proposed design review would do for the self-storage project. The proposed P-1 District also sets forth development regulations consistent with the proposed site plan. The proposed required yards (setbacks) are as follows: 10 feet (front); and 0 feet (rear and side). Proposed maximum building heights are relevant to the proposed project as follows: Two-story or 35 feet (office) and one-story or 11 feet (perimeter buildings). The applicant is proposing that the self-storage project, including the managers unit, rental office, the use of pre-fabricated mobile metal storage units and rooftop solar be allowed as permitted uses. As part of this application, Staff has conducted an analysis and determined the extent of the P-1 District's regulations for recommendation to the City Council. That discussion can be found in the "Analysis" section of this staff report.

# Proposed Design Review

The Design Review Ordinance has different levels of Design Review procedures for review and approval of a Design Review Permit. Oakley Municipal Code section 9.1.1604(c)(2)(i) requires that any new commercial structure be heard and approved by the Planning Commission<sup>1</sup>. The proposed new development fits the criteria above and requires Design Review.

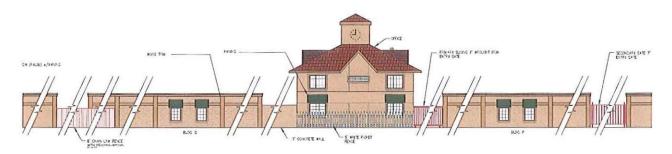
The proposed design review covers all of the physical development of the site, such as building siting, layout, architecture, colors and materials, landscaping, lighting, and parking. The proposed project involves full development of an approximately 4.7 acre vacant site with seven storage buildings and one smaller first floor office building with a second floor managers unit. Buildings A, B, C, D, E, F and G are all one-story (11 feet tall) and total approximately 105,537 square feet. They run along the perimeter of the four property lines that define the site with the exception of Building E, which is adjacent to the proposed storm water detention basin. The two-story office and managers unit is detached from the storage buildings and is located on the east side of the entry driveway. It totals 2,200 square feet, and stands approximately 25.5 feet tall at the main building walls and up to 35 feet tall to the top of the clock tower element.

Dedicated off street parking is provided in seven spaces (one ADA accessible) outside of the entry gate. Parking for access to storage units will be unmarked but available within the drive aisles as is typical in self storage type uses. In most areas, the drive aisles are a minimum 25 feet wide. The drive aisles are 20 feet wide in the areas that are perpendicular to the main north/south drive aisle. These drive aisles lead to an exit only driveway and gate at each end of the project site.

The applicant has two existing self-storage facilities with one being in Brentwood and the other in Pittsburg. The proposed facility in Oakley will share the same design elements found on the other two locations. Figure 3 on the next page shows the front elevation as viewed when looking west on Neroly Road.

<sup>&</sup>lt;sup>1</sup> City Council acts as the Planning Commission per Ordinance No. 06-09

Figure 3. Partial East Elevation



# Previous Preliminary General Plan Amendment

On November 10, 2015, the City Council held an advisory public hearing on a Preliminary General Plan Amendment for the proposed Acorn Self-Storage project. At that time, the Council was presented with the conceptual plans and proposed amendment from SL to CO, as well as a brief analysis by Staff on the application. The purpose of the preliminary hearing was to allow for the Council to provide feedback to the applicant and Staff regarding concerns and interest in the project. The minutes of that meeting are attached for reference. In summary, the Council had concerns regarding traffic on Neroly Road, the overall look of the project, a sidewalk along the project frontage and the number of existing and proposed self-storage facilities in Oakley. In closing comments, a majority of the Councilmembers indicated an interest in seeing the applicant propose the General Plan Amendment to redesignate to the site to *Commercial*.

# **Analysis**

#### General Plan Amendment

Amending a land use designation from a single-family low density residential land use to a commercial land use will change the underlying type of development allowed and remove the potential for up to 10 single-family homes on the site. When considering the potential for a General Plan Amendment on this site, one important aspect is whether or not the site should remain single-family residential. Given discussions held during the preliminary hearing, this site is not an ideal location for residential development due to its adjacent proximity to the rail road tracks and irregular shape. Although the site is designated for residential land uses, that designation which happened back in 2002 may not have been practical based on the site's unusually long frontage (approximately 2,000 feet) coupled with its relatively shallow depth of approximately 100 feet. New home development on this site could be possible but there are factors such as reducing the amount of curb cuts onto Neroly Road, access easements and lot sizes that would be desirable and developable that reduce the likelihood of homes ever being constructed on the lot as currently designated.

If the site was to be redesignated to *Commercial* and the proposed project approved, there would be one inconsistency with the General Plan. The description for the "Commercial" land use designation in the Oakley 2020 General Plan includes maximum site coverage of 40%. The proposed site plan shows site coverage of approximately 53%. The General

Plan includes many policies and implementation measures. Sometimes, as with this lot coverage, it also contains guidance for applicable zoning districts. Staff believes since this project is located on an irregular site and would require a P-1 District just to be a feasible development that the project meets the intent and spirit of the General Plan, and that exceeding the 40% lot coverage is an element of the P-1 District more so than an inconsistency with the General Plan's *Commercial* land use.

In the realm of land use compatibility, redesignating this site to allow for a commercial use, such as the proposed self-storage, will serve to provide a buffer between the railroad tracks and the existing residential uses to the east. It would also serve to result in a development that will beautify the west side of Neroly Road, which will result in a more balanced and attractive section of Neroly Road that has been years has gone undeveloped and served as an illegal dumping ground for passerby's. Given the proposed project and accompanying P-1 District, the proposed General Plan Amendment is warranted.

# Rezone

To revisit the background section, aside from a P-1 District, only the General Commercial "C" District is compatible with the *Commercial* land use designation and would allow for a self-storage use. However, self-storage would require approval of a conditional use permit and would be required to include a retail frontage. The applicant is not proposing a retail frontage. Also, due to the natural constraints of the site (E.g. long, linear shape of the property) compliance with the some of the standard C District development regulations would be very difficult to meet and result in a much different project that may not be feasible to build. Therefore, the applicant has proposed a Planned Unit Development (P-1) District that would serve the purpose of being compatible with the *Commercial* General Plan Land Use Designation, while establishing self-storage as a permitted use subject to approval of a Final Development Plan, and relaxing the standard development standards to allow for feasible development of the project site. The P-1 District, as conditioned, is well thought out and will allow the site to be developed in the vision of the applicant in a manner consistent with the *Commercial* land use designation.

# Design Review

Circulation/Parking: The proposed project will be accessed off Neroly Road with a driveway that is directly west of the Neroly Road and Placer Drive intersection. Typically the City prefers to line up entrances to subdivisions and commercial sites with existing streets and this project has been designed in that manner. The cross section for Neroly Road will remain as an undivided two-lane arterial.

For parking, the applicant has proposed P-1 Development Standards that closely mirror the standard parking requirements contained in the Municipal Code. The code requires a 'mini storage facility" to provide 2 covered spaces near any residential unit and 5 uncovered spaces near the office (OMC Section 9.1.1402 Off-Street Parking). The project does include a residential unit, with 7 uncovered spaces provided near the office, including one ADA accessible space outside of the gate. The only difference between the P-1 and the

Municipal Code is the covered requirement for the 2 parking spaces for the residential unit (manager's unit on the second floor). Staff does not believe this change is substantial and is supportive of the request to not include a cover over the two parking spaces. Therefore, the project is adequately parked.

Building Design: A majority of the developed site will be visible to the public. With that said, a majority of the project will be a maximum 11 feet in height, which is because the applicant only develops one-story self-storage projects. The project will feature an earth toned color scheme as shown on the project plans. The applicant has provided an enhanced east elevation as that frontage is along Neroly Road and is highly visible. The enhancements include faux windows with green awnings. The remainder of the architectural embellishments to the building remain the same on the north, south and east elevations. These embellishments include painted wood trim and a decorative wall cap. Due to the west side of the site being adjacent to the railroad tracks, and not highly visible from public view, the applicant has not proposed any architectural embellishments on the westerly perimeter building walls.

The office building/managers unit includes the most architectural detail as this structure is two stories and 35 feet tall at the clock tower element. It will include a stucco exterior with windows visible on the main one-story section of the east elevation and windows visible on all four elevations for the second story section. The roof is a combination of hip and gable elements with the clock tower have a full gable roof. The main entry gate will consist of a seven foot tall wrought iron fence with rolling section. There are two secondary exit only gates that are on the south and north ends of the project site, exiting onto Neroly Road. Both of these gates will also be seven feet tall and constructed out of wrought iron. The north end of the project site will contain the storm water basin as shown on the site plan.

The applicant has also prepared a very detailed landscape plan that shows a dense planting palette consisting of trees, shrubs and groundcover. The goal, when the landscaping matures, is that one driving by would not notice the self-storage facility as the landscaping would continue to grow and screen the use.

Staff does believe the applicant has addressed all of the design related issues with the project that were identified by the City Council during the Preliminary General Plan Amendment Hearing last year except for the sidewalk along the project frontage. In respect to the sidewalk, there are valid reasons as to why Staff has not required or conditioned the project to install a sidewalk along the project frontage. The current section of Neroly Road has sidewalk on the east side of the road, from Laurel Road to just north of the Neroly Road and Omega Lane intersection. This sidewalk is appropriate in this location and provides pedestrian access to individual homes and the Silverado Crest neighborhood. The sidewalk stops just north of Omega Lane as that area of the City transitions into the rural, estate lots which do not require sidewalks per the City of Oakley Residential Design Guidelines. The City does have the ability to require the project to install a sidewalk along the project frontage, although that would be the extent of the sidewalk as we do not have the ability to condition this project for off-site improvements. That would leave a section of sidewalk that wouldn't have a connection to it from either the north or the south. The nearest existing

sidewalk on the west side of Neroly Road is at the Live Oak Avenue and Neroly Road intersection, which is approximately 1,200 feet from the southernmost property line of the project site. In addition to those reasons justifying Staff's decision to not require sidewalks, there are also concerns that providing a sidewalk in this location would encourage pedestrian traffic near the railroad tracks and would draw more attention to the proposed use.

With adoption of the proposed resolution for Design Review approval, as conditioned, the project will comply with the Commercial and Industrial Guidelines.

# Community Concerns

Staff has received several letters and e-mails from residents that live near the proposed project. Almost all of the correspondence would indicate that the residents in the area are opposed to the project. Staff has also talked with several of the residents that live near the project site and believes the main issues can be broken down into two areas: 1) Traffic and 2) Crime.

In regards to the Traffic concerns, the City conduced an Initial Study (IS) in accordance with the California Environmental Quality Act. The IS analyzed "Transportation/Traffic" as one of the issue areas and concluded that the project has a Less-Than-Significant Impact to the issue area and no mitigation was required. Additionally, the IS states that the project generates, as proposed, a total of 45 AM and PM peak hour trips, which is well under the 100 peak hour trip threshold that the City uses to then require a Traffic Impact Study. This requirement comes from the Growth Management Program technical requirements as adopted by the Contra Costa Transportation Authority. For comparison, if the site were to be built with residential land uses as it is currently designated, the combined AM and PM peak hour trips would total 29, which is 16 less than the proposed project and determined not to be substantial. Lastly, Neroly Road is also classified as an Arterial in the City of Oakley 2020 General Plan. Neroly Road is designed to handle the traffic generated by this proposed project.

One possible solution to the traffic concern of the residents is to shift the main driveway entrance of the proposed project to either the north or south of the proposed configuration. As stated above, Staff typically tries to line up existing intersections with entrances to both subdivisions and commercial projects. In this case, the applicant's project does not need to line up with Placer Drive, which may relieve some of the concerns that users of the self-storage facility will be traveling through the Silverado Crest neighborhood to get to the project site. The applicant has also expressed an interest in exploring the idea of implementing the City's Community Benefit Program by providing traffic calming measures within the Silverado Crest neighborhood. The Community Benefit Program is voluntary and was not intended to be used as a Condition of Approval on private development projects.

In regards to the crime concerns, there is not tangible data to support the statements that the proposed project will lead to an increase in crime in the area. The project applicant is already operating two facilities, one in Brentwood and one in Pittsburg. He and his team are

proven operators and know the business. They have committed to installing 16 cameras on site that will record on a 24/7 basis. Several of these cameras will be pointing at the main access point and two secondary exit points as well as capture Neroly Road. These cameras could also be pointed at the Neroly Road and Placer Drive intersection, which would be an added benefit to the Silverado Crest neighborhood.

In addition to the cameras, the business is not open 24-hours a day. The gate and office hours of operation as proposed are as follows:

9:00 AM to 6:00 PM Monday thru Saturday 10:00 AM to 5:00 PM Sundays

Gate hours:

6:00 AM to 10:00 PM Monday thru Sunday

They do, on rare occasion, allow some 24 hour access to the facility for licensed businesses. One example could be the plumber who needs to do an afterhour's emergency repair and needs equipment or parts stored in one of the units.

Staff believes that the issues presented by the residents have either been addressed in the CEQA document, the conditions of approval and/or the business operations of the proposed project. Staff would also like to note that this project was duly noticed in a timely manner in accordance with all State and City Laws.

#### **Environmental Review**

An Initial Study and Mitigated Negative Declaration ("MND") have been prepared for this project pursuant to the California Environmental Quality Act (CEQA). The Notice of Intent to Adopt a MND and Initial Study was circulated for public review and comment from June 29, 2016 to July 29, 2016 and was filed with the County Clerk and Governor's Office of Planning and Research State Clearinghouse. A copy of the MND and Initial Study are attached. The City Council must adopt the MND in order to approve the project. Adoption of the MND is included in the proposed General Plan resolution, and referenced in the Rezone ordinance and Design Review resolution.

# **Findings**

Draft findings for the General Plan Amendment and Design Review can be found in the proposed resolutions. Draft findings for the Rezone can be found in the proposed ordinance.

#### Recommendation

Staff recommends the City Council:

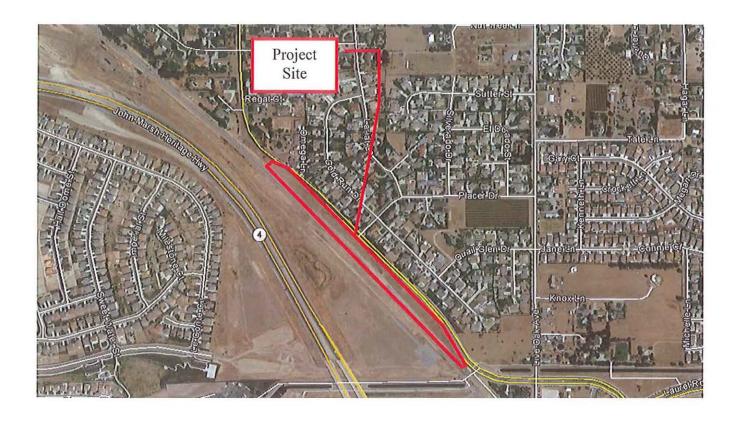
- Adopt the Mitigated Negative Declaration (included as a finding to proposed General Plan resolution and references in the proposed Rezone ordinance and Design Review resolution);
- Adopt a resolution approving the General Plan Amendment, as conditioned;
- Waive the first reading and introduce an ordinance approving the Rezone, as conditioned; and
- Adopt a resolution approving the Design Review, as conditioned.

#### **Attachments**

- 1. Vicinity Map
- 2. Public Hearing Notice
- 3. Initial Study with Mitigated Negative Declaration
- 4. Applicant's Plans
- 5. Minutes from the November 10, 2015 Preliminary GPA Hearing
- 6. Proposed General Plan Land Use Amendment Resolution
- 7. Proposed Rezone Ordinance
- 8. Proposed Design Review Resolution
- 9. Letters and E-mails received from the public as of August 1, 2016

# Acorn Self-Storage General Plan Amendment (GPA 04-16), Rezone (RZ 06-16) and Design Review (DR 13-16) 4275 Neroly Road

APN: 041-021-025



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City of Oakley 3231 Main Street Oakley, CA 94561 www.oakleyinfo.com

# NOTICE OF PUBLIC HEARING

Notice is hereby given that on **August 9**, **2016** at 6:30 p.m., or as soon thereafter as the matter may be heard, the City Council of the City of Oakley will hold a Public Hearing at the Council Chambers located at 3231 Main Street, Oakley, CA 94561 for the purposes of considering **Acorn Self-Storage General Plan Amendment (GPA 04-16), Rezone (RZ 06-16) and Design Review (DR 13-16).** 

Project Name: Acorn Self-Storage General Plan Amendment (GPA 04-16), Rezone (RZ 06-16) and Design Review (DR 13-16)

Project Location: 4275 Neroly Road. APN: 041-021-025

Applicant: JMI Properties Corporation, 5205 Railroad Avenue, Pittsburg, CA 94565

**Request:** An application requesting approval of: 1) a General Plan Amendment (GPA 04-16) to amend the land use designation from Single-Family Low Density Residential(SL) to Commercial (CO); 2) a Rezone (RZ 06-16) from unzoned to Planned Development (P-1); and 3) Design Review (DR 13-16) to construct an approximately 4.671-acre self-storage facility including an office and resident manager's building.

CEQA: This project was analyzed in an Initial Study pursuant to CEQA Guidelines, to which a Mitigated Negative Declaration was made available to the public and all requesting parties, and posted with the Contra Costa County Clerk and Governor's Office of Planning and Research for at least 30-days prior to the date of this hearing. The Planning Division found the project described above will not have a significant effect on the environment.

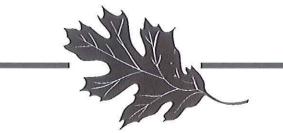
The Staff Report and its attachments will be available for public review, on or after July 29, 2016 at City Hall, 3231 Main Street, Oakley, CA 94561 or on the City's website <a href="https://www.oakleyinfo.com">www.oakleyinfo.com</a>.

Interested persons are invited to submit written comments prior to and may testify at the public hearing. Written comments may be submitted to Joshua McMurray, Planning Manager at the City of Oakley, 3231 Main Street, Oakley, CA 94561 or by email to <a href="mailto:mcmurray@ci.oakley.ca.us">mcmurray@ci.oakley.ca.us</a>.

NOTICE IS ALSO GIVEN pursuant to Government Code Section 65009(b) that, if this matter is subsequently challenged in Court by you or others, you may be limited to raising only those issues you or someone else has raised at a Public Hearing described in this notice or in written correspondence delivered to the City of Oakley City Clerk at, or prior to, the Public Hearing.

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# OAKLEY



# CALIFORNIA

California Environmental Quality Act (CEQA)

**Initial Study** 

for

Acorn Self-Storage (GPA 04-16, RZ 06-16, DR 13-16)

June 2016

Prepared by



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# INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

#### A. BACKGROUND

1. Project Title: Acorn Self-Storage

2. Lead Agency Name and Address: City of Oakley

3231 Main Street Oakley, CA 94561

3. Contact Person and Phone Number: Joshua McMurray

Planning Manager (925) 625-7004

4. Project Location: 4275 Neroly Road

Assessor's Parcel Number (APN) 041-021-025

5. Project Sponsor: Jim Moita

JMI Properties Corporation 5205 Railroad Avenue Pittsburg, CA 94565

6. Existing General Plan: Single-Family Low Density Residential (SL)

7. Proposed General Plan: Commercial (CO)

8. Existing Zoning: Unzoned

9. Proposed Zoning: Planned Development (P-1)

10. Project Description Summary:

Application requesting approval of: 1) a General Plan Amendment (GPA 04-16) to amend the land use designation from Single-Family Low Density Residential(SL) to Commercial (CO); 2) a Rezone (RZ 06-16) from unzoned to Planned Development (P-1); and 3) Design Review to construct an approximately 4.671-acre self-storage facility including an office and resident manager's building southwest of Neroly Road, 4275 Neroly Road (APN 041-021-025).

#### B. SOURCES

All technical reports and modeling results prepared for the project analysis are available upon request at the City of Oakley City Hall, located at 3231 Main Street, Oakley, CA 94561. The following documents are referenced information sources utilized by this analysis:

- 1. Bay Area Air Quality Management District. *CEQA Air Quality Guidelines*. May 2012 (updated January 16, 2014).
- 2. California Department of Fish and Wildlife. *California Natural Diversity Database*. Available at http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp. Accessed June 2016.
- 3. California Emissions Estimator Model. *CalEEMod.* Version 2011.1. Accessed on June 2016.
- 4. California Environmental Protection Agency, California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. Published April 2005.
- 5. City of Oakley, Oakley 2020 General Plan, December 2002.
- 6. City of Oakley, Oakley 2020 General Plan Background Report, September 2001.
- 7. City of Oakley, Oakley 2020 General Plan Environmental Impact Report, December 2002.
- 8. City of Oakley. Oakley Commercial & Industrial Design Guidelines. February 2005.
- 9. City of Oakley. *Oakley Municipal Code*. Accessible at http://www.codepublishing.com/CA/Oakley/. Passed May 10, 2016.
- 10.CMI Engineering & Construction. Stormwater Control Plan for Acorn Self Storage Facility Oakley. March 2016.
- 11. Contra Costa Transportation Authority. 2011 Contra Costa Congestion Management Program [page 62]. Adopted November 16, 2011.
- 12. Diablo Water District. Final 2010 Urban Water Management Plan. June 2011.
- 13. East Contra Costa County Habitat Conservation Plan Association. Final East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan. Published October 2006.
- 14. Federal Emergency Management Agency, National Flood Insurance Program. *Flood Insurance Rate Map Number* 06013C0355F Effective June 16, 2009.
- 15. Institute of Transportation Engineers. *Trip Generation Handbook 9<sup>th</sup> Edition*. September 2012.
- Northwest Information Center, California Historical Resources Information System. Record Search Results for the Proposed Acorn Self-Storage Project; 4275 Neroly Road, Oakley, CA 94561. June 27, 2016.
- 17. State of California, Natural Resources Agency, Department of Conservation. *Contra Costa County Important Farmland 2012*. Published April 2014.
- 18. U.S. Department of Transportation. Federal Highway Administration. Noise Barrier Design Handbook. Available at http://www.fhwa.dot.gov/environment/noise/noise\_barriers/design\_construction/design/design03.cfm. Accessed on June 6, 2016.

# C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less Than Significant With Mitigation Incorporated" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forestry Resources	Air Quality
*	Biological Resources	*	Cultural Resources	Greenhouse Gas Emissions
×	Geology and Soils	Ħ	Hazards and Hazardous Materials	Hydrology and Water Quality
	Land Use and Planning		Mineral Resources	Noise
	Population and Housing		Public Services	Recreation
	Transportation/Circulation		Utilities and Service Systems	Mandatory Findings of Significance

# D. DETERMINATION

On th	ne basis of this Initial Study:	
	I find that the Proposed Project C environment, and a NEGATIVE DEC	OULD NOT have a significant effect on the CLARATION will be prepared.
*	environment, there will not be a sign	Project could have a significant effect on the ificant effect in this case because revisions in agreed to by the applicant. A MITIGATED prepared.
	I find that the Proposed Project environment, and an ENVIRONMEN	t MAY have a significant effect on the ITAL IMPACT REPORT is required.
	"potentially significant unless mitig effect 1) has been adequately an applicable legal standards, and 2) based on the earlier analysis	AY have a "potentially significant impact" or ated" on the environment, but at least one alyzed in an earlier document pursuant to has been addressed by mitigation measures as described on attached sheets. An PRT is required, but it must analyze only the
	environment, because all potentiall adequately in an earlier EIR pursual avoided or mitigated pursuant to the	project could have a significant effect on the y significant effects (a) have been analyzed nt to applicable standards, and (b) have been at earlier EIR, including revisions or mitigation in the proposed project, nothing further is
Signa	ature	 Date
Joshi	ua McMurray	City of Oakley
	ed Name	For

#### E. BACKGROUND AND INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) provides an environmental analysis pursuant to the California Environmental Quality Act (CEQA) for the proposed project. The applicant has submitted this application to the City of Oakley, which is the Lead Agency for the purposes of CEQA review. The IS/MND contains an analysis of the environmental effects of construction and operation of the proposed project.

In December 2002, the City of Oakley adopted the Oakley General Plan and the Oakley General Plan Environmental Impact Report (EIR). The General Plan EIR was a program-level EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 *et seq.*). The General Plan EIR analyzed full implementation of the Oakley General Plan and identified measures to mitigate the significant adverse project and cumulative impacts associated with the General Plan. Pursuant to CEQA Guidelines Section 15150(a), the City of Oakley General Plan and General Plan EIR are incorporated by reference. Both documents are available at the City of Oakley, 3231 Main Street, Oakley, CA 94561.

The impact discussions for each section of this IS/MND have been largely based on information in the Oakley General Plan and the Oakley General Plan EIR, as well as the Stormwater Control Plan for Acorn Self Storage Facility – Oakley, which was prepared for the proposed project.

The mitigation measures prescribed for environmental effects described in this IS/MND would be implemented in conjunction with the project, as required by CEQA, and the mitigation measures would be incorporated into the project. In addition, findings and a project Mitigation Monitoring and Reporting Program (MMRP) would be adopted in conjunction with approval of the project.

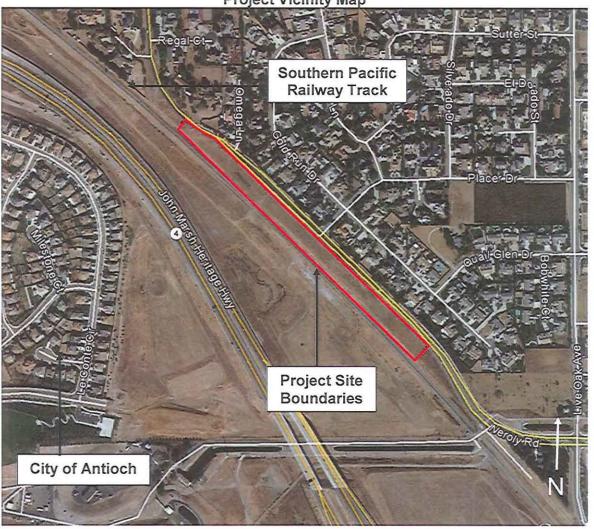
#### F. PROJECT DESCRIPTION

The following Section includes a description of the project's location and surrounding land uses, as well as a discussion of the project components and discretionary actions requested of the City of Oakley by the project.

#### **Project Location and Surrounding Land Uses**

The project site is located in the City of Oakley at 4275 Neroly Road (APN 041-021-025). The site is bordered by the Southern Pacific (SP) Railway tracks to the west, and Neroly Road to the east. Surrounding land uses include single-family residences to the north and west of the project site, undeveloped land to the east, and undeveloped land across the SP Railway tracks to the west of the project site. Further west of the train tracks is State Route (SR) 4 and single-family residences within the City of Antioch (see Figure 1).

Figure 1 Project Vicinity Map



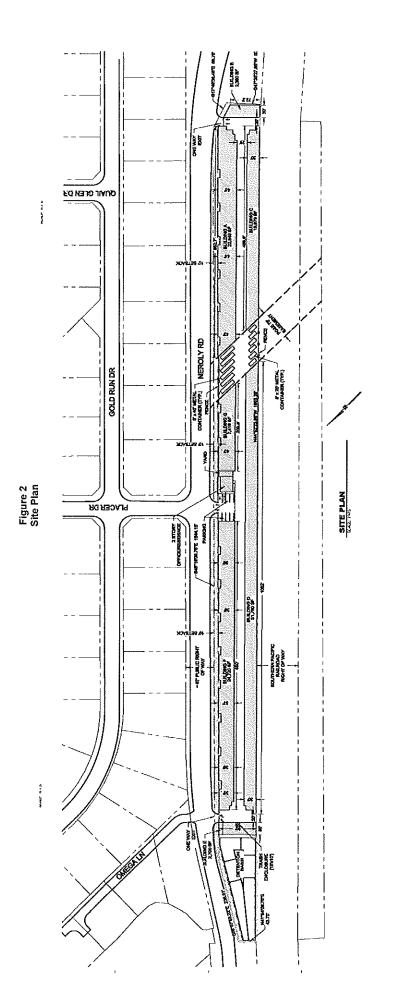
#### **Project Components**

The proposed project includes the construction of a self-storage facility on approximately 4.7 acres of vacant land. The facility would consist of seven self-storage buildings, totaling 107,758 square feet (sf), several metal storage containers, and a combined office and manager's residence totaling 2,200 sf over two stories (see Figure 2). The project site would have one combined entrance and exit point, as well as two other separate exit points providing access to and from the site off Neroly Road. Utility connections would be made to existing storm drains and water systems on Neroly Road, and sewer line connections would be made at the intersection of Placer Drive and Gold Run Road. The proposed project also includes the incorporation of photovoltaic solar panels on the roof of the storage buildings, which would provide a renewable, low carbon intensity source of energy.

# **Discretionary Actions**

Implementation of the proposed project would require the following discretionary actions by the City of Oakley:

- Adoption of the Initial Study/Mitigated Negative Declaration;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of a General Plan Amendment (GPA 04-16) to amend the land use designation from Single-Family Low Density Residential (SL) to Commercial (CO);
- Approval of a Rezone (RZ 06-16) from unzoned to Planned Development (P-1);
- Approval of Design Review (DR 13-16) to construct a self-storage facility.



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#### G. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue area identified in the checklist. Included in each discussion are project-specific mitigation measures required, where necessary, as part of the proposed project.

For this checklist, the following designations are used:

**Potentially Significant Impact:** An impact that could be significant, and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared.

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

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

**No Impact:** The project would not have any impact.

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İssu	ies		Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
I.	AESTHI Would th	ETICS. ee project:				
	a.	Have a substantial adverse effect on a scenic vista?			×	
	b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?			*	
	c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			×	
	d.	Create a new source of substantial light or glare which would adversely affect day or night-time views in the area?			*	

#### Discussion

Scenic resources in Oakley, as defined in the City's General Plan, include a. predominant natural landscape features such as the Delta, Dutch Slough, Marsh Creek, the Contra Costa Canal, agricultural and other open space lands, as well as views of Mount Diablo to the west. The City of Oakley does not specifically identify scenic vistas within the City's planning area, but the conclusion could be drawn that any development which would impact views of any of the aforementioned landscape features would result in an impact to scenic vistas. The proposed project site does not afford views of the Delta, Dutch Slough, or Marsh Creek, or agricultural or open space lands. However, a portion of the Contra Costa Canal is located 600 feet south of the proposed project site. Potential views of the canal from the project site are blocked by the topography of the intervening landscape and the SP railway tracks bordering the site. Additionally, Mount Diablo is visible from portions of the project site along Neroly Road, and presumably from many of the single-family residences on Neroly Road as well. Because construction of the project would place buildings in between the existing single-family residences and Mount Diablo, the proposed project would have the potential to obstruct or alter views of Mount Diablo. The proposed project would involve the construction of mostly single-story storage buildings with a maximum height of 11.5 feet. The manager's office and residence would be the only two-story building on the project site, which would have a maximum height of 35 feet and four inches, with the uppermost 9.5 feet being a small central clock tower building element. The height of the self-storage

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buildings and the majority of the office and manager's residence would be comparable to the single- and two-story residences along Neroly Road. Therefore, it is likely that many of the views of Mount Diablo existing in nearby two-story residences would not be obstructed by the relatively low self-storage facilities. Additionally, a barrier wall currently exists along the east side of Neroly Road. The barrier wall would already block the available view of Mount Diablo from any single-story home in the area, and from all backyard areas along Neroly Road. The project site is currently designated by the City of Oakley General Plan as single-family low density residential. Therefore, buildout of the project site by single-family residences was anticipated by the City. Such residences could have been one- or two-story buildings and would have similarly impacted views of Mount Diablo. Given that most of the proposed project would be developed to a height of 11.5 feet with only the manager's residence reaching two stories, the project would result in an impact similar to what was anticipated for the project site under General Plan buildout conditions. As a result, the project would not create a significant impact not already anticipated by the General Plan or the General Plan EIR. Because the proposed project not designated as a scenic vista by the City of Oakley and the project would not create an impact significantly more severe than what was anticipated by the General Plan, the proposed project would not be expected to have a substantial adverse effect on a scenic vista, resulting in a less-than-significant impact.

- b. According to the California Scenic Highway Mapping System, administered by Caltrans, a portion of SR 4, from the intersection of SR 4 with SR 160, west toward the Contra Costa County line is eligible for State Scenic Highway designation. The proposed project is located 400 feet east of SR 4 within the section of the roadway eligible for state designation. However, a large barrier wall along SR 4 blocks all views of the project site from SR 4. Additionally, the project site is currently characterized by ruderal vegetation with only one small tree. Rock outcroppings, structures or other resources that would be considered significant given the project site's proximity to a roadway eligible for State Scenic Highway designation are absent from the project site. Because the project site is not visible from SR 4 and significant scenic resources do not exist on the project site, the proposed project would not damage scenic resources within a State Scenic Highway and consequently result in a *less-than-significant* impact.
- c. The project site is a vacant property bordered by Neroly Road and single-family residences to the east, and the SP railway tracks as well as SR 4 to the west. The development of the proposed project would place structures on a vacant site which would change the visual character. However, the City has adopted Commercial & Industrial Design Guidelines which are intended to integrate new development into the existing fabric of Oakley, and preserve the City's human scale and sense of place. The City's Design Review of the proposed project would include compliance with the Guidelines which would ensure that the proposed project would be compatible with the surrounding area and the visual

- quality would not be substantially degraded. Therefore, the impact would be considered *less than significant*.
- d. The proposed project would include the installation of parking lot and building lighting. The City's Commercial & Industrial Design Guidelines require that site lighting incorporate cut-offs to prevent spill-over laterally onto adjacent properties and upwards into the night sky. Compliance with City's Commercial & Industrial Design Guidelines would ensure that the proposed project would not result in the addition of a substantial source of light or glare. Therefore, the creation of new sources of light and glare by the project would be considered a *less-than-significant* impact.

Issue	98		Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less- Than- Significant Impact	No Impact
II.	In detern resources agencies Evaluation prepared an option agricultura impacts to significan refer to Department the state Forest a Forest L carbon in Forest F	mining whether impacts to agricultural are significant environmental effects, lead may refer to the California Agricultural Land and Site Assessment Model (1997) by the California Dept. of Conservation as the land model to use in assessing impacts on the end farmland. In determining whether to forest resources, including timberland, are to environmental effects, lead agencies may information compiled by the California and of Forestry and Fire Protection regarding is inventory of forest land, including the end Range Assessment Project and the engacy Assessment project; and forest measurement methodology provided in Protocols adopted by the California Air as 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 Program of the California Resources Agency, to non-agricultural use?				*
	b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				¥
	C.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				*
	d.	Result in the loss of forest land or conversion of forest land to non-forest use?				¥
	e.	Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?				*

#### **Discussion**

- a,e. The proposed project site is designated as "Urban and Built-Up Land" and "Other Land" on the Contra Costa County Important Farmland Map 2012 published by the Department of Conservation. Other Land is land not included in any other mapping category. Common examples include low density rural developments, as well as vacant and nonagricultural land surrounded on all sides by urban development. Because the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses or involve changes which could cumulatively result in loss of Farmland, no impact would occur.
- b. The project site is not currently zoned, and consequently the project would not conflict with any agricultural use zoning for the project site. Additionally, the site is not under a Williamson Act contract. Completion of the proposed project would not conflict with existing zoning for agricultural use and would not conflict with a Williamson Act contract. Therefore, *no impact* would occur.
- c,d. The project site is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have *no impact* with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

Issu	es		Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
III.	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?			*	
	b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			*	
	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)?			*	
	d.	Expose sensitive receptors to substantial pollutant concentrations?			×	
	e.	Create objectionable odors affecting a substantial number of people?			*	

#### Discussion

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

In compliance with regulations, due to the nonattainment designations of the area, the BAAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS,

including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. The current air quality plans are prepared in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). The most recent federal ozone plan is the 2001 Ozone Attainment Plan, which was adopted on October 24, 2001 and approved by the California Air Resources Board (CARB) on November 1, 2001. The plan was submitted to the EPA on November 30, 2001 for review and approval. The most recent State ozone plan is the 2010 Clean Air Plan (CAP), adopted on September 15, 2010. The 2010 CAP was developed as a multi-pollutant plan that provides an integrated control strategy to reduce ozone, PM, toxic air contaminants (TACs), and greenhouse gases (GHGs). Although a plan for achieving the State PM<sub>10</sub> standard is not required, the BAAQMD has prioritized measures to reduce PM in developing the control strategy for the 2010 CAP. The control strategy serves as the backbone of the BAAQMD's current PM control program.

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures (TCMs) to be implemented in the region to attain the State and federal standards within the SFBAAB. Adopted BAAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. The BAAQMD's established significance thresholds associated with development projects for emissions of the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO<sub>x</sub>), as well as for PM<sub>10</sub>, and PM<sub>2.5</sub>, expressed in pounds per day (lbs/day) and tons per year (tons/yr), are listed in Table 1. Thus, by exceeding the BAAQMD's mass emission thresholds for operational emissions of ROG, NO<sub>x</sub>, or PM<sub>10</sub>, a project would be considered to conflict with or obstruct implementation of the BAAQMD's air quality planning efforts.

Table 1 BAAQMD Thresholds of Significance					
Construction Operational					
Pollutant	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)		
ROG	54	54	10		
NO <sub>x</sub>	54	54	10		
PM <sub>10</sub>	82	82	15		
PM <sub>2,5</sub>	54	54	10		
Source: BAAQMD, CEQA Guidelines, May 2010.					

It should be noted that the BAAQMD resolutions adopting and revising the 2010 significance thresholds were set aside by the Alameda County Superior Court on March 5, 2012. The Alameda Superior Court did not determine whether the

thresholds were valid on their merits, but found that the adoption of the thresholds was a project under CEQA, necessitating environmental review. The BAAQMD subsequently appealed the Alameda County Superior Court's decision. The Court of Appeal of the State of California, First Appellate District, reversed the trial court's decision. The Court of Appeal's decision was appealed to the California Supreme Court, which granted limited review confined to the questions of under what circumstances, if any, does CEQA require an analysis of how existing environmental conditions will impact future residents or users (receptors) of a proposed project? On review, the Supreme Court rejected the BAAQMD's argument that CEQA requires an analysis of the environment's impact on a project in every instance. Rather, the Court held that CEQA review should be "limited to those impacts on a project's users or residents that arise from the project's effects on the environment." Ultimately, the Supreme Court reversed the Court of Appeal's decision and remanded the matter back to the appellate court to reconsider the case in light of the Supreme Court's opinion. The California Supreme Court did not review the underlying question whether adoption of the thresholds is a project under CEQA, and no court has indicated that the thresholds lack evidentiary support. The BAAQMD continues to provide direction on recommended analysis methodologies, but have withdrawn the recommended quantitative significance thresholds for the time being. The May 2012 BAAQMD CEQA Air Quality Guidelines state that lead agencies may reference the Air District's 1999 Thresholds of Significance available on the Air District's website. Lead agencies may also reference the Air District's CEQA Thresholds Options and Justification Report developed by staff in 2009. The CEQA Thresholds Options and Justification Report, available on the District's website, outlines substantial evidence supporting a variety of thresholds of significance. The air quality and GHG analysis in this IS/MND uses the previously-adopted 2010 thresholds of significance to determine the potential impacts of the proposed project, as the 2010 thresholds are supported by substantial evidence.

The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2013.2.2 - a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition, vehicle mix, trip length, average speed, etc. Where project-specific information is available, such information should be applied in the model. As such, the proposed project's modeling assumed the following:

 Construction was assumed to commence in March 2017 and would occur over an approximately one-and-a-half-year period;

- An average daily trip rate of 2.5 was assumed for the self-storage facility, and an average daily trip rate of 9.52 was assumed for the manager's residence, based on the ITE Trip Generation Manual;
- The proposed project would include an approximately 700 kWh on-site rooftop solar photovoltaic system;
- All construction equipment would comply with EPA Tier 2 engine standards or better:
- The project would require the import of approximately 5,333 cubic yards of soil during grading, which would be imported from an adjacent property also owned by the project applicant;
- A total of approximately six acres would be disturbed during the grading phase of construction;
- The manager's residence would have a natural gas fireplace:
- The project would be required to comply with the current California Building Energy Efficiency Standards Code; and
- The carbon dioxide intensity factor was adjusted based on PG&E's anticipated progress towards statewide Renewable Portfolio Standard goals.

The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below.

## Construction Emissions

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

Table 2 Maximum Unmitigated Construction Emissions (lbs/day)							
	ROG	NOx	PM <sub>10</sub>	PM <sub>2.5</sub>			
Project Construction Emissions	20.60	24.23	6.76	3.88			
Thresholds of Significance	54	54	82	54			
Exceeds Threshold?	NO	NO	NO	NO			
Source: CalEEMod, June 2016 (see A	Appendix A).						

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

- 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 3. All visible mud or dirt track-out onto adjacent public roads shall be

removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

- 4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
- 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
- 8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. <sup>1</sup>

As such, the proposed project would implement the BAAQMD's Basic Construction Mitigation Measures listed above, to the extent that the measures are feasible for the proposed project's construction activities. Compliance with the aforementioned measures would help to further minimize any construction-related emissions.

Because the proposed project would be below the applicable thresholds of significance for construction emissions, the proposed project would not be considered to result in a significant air quality impact during construction.

## Operational Emissions

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

<sup>&</sup>lt;sup>1</sup> Bay Area Air Quality Management District. California Environmental Quality Act Air Quality Guidelines [Table 8-2]. Updated May 2010.

Table 3 Maximum Unmitigated Operational Emissions							
	ROG	NO <sub>X</sub>	PM <sub>10</sub>	PM <sub>2,5</sub>			
Average Daily Emissions (Ibs/day)							
Project Operational Emissions	3.64	2.54	1.72	0.49			
Thresholds of Significance	54	54	82	54			
Exceeds Threshold?	NO	NO	NO	NO			
Maximum A	Annual Emis	sions (tons/ye	ear)				
Project Operational Emissions	0.65	0.44	0.30	0.09			
Thresholds of Significance	10	10	15	10			
Exceeds Threshold?	NO	NO	NO	NO			
Source: CalEEMod, June 2016 (see Appendix A).							

#### Cumulative Emissions

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

## Conclusion

As stated previously, the applicable regional air quality plans include the 2001 Ozone Attainment Plan and the 2010 CAP. According to BAAQMD, if a project would not result in significant and unavoidable air quality impacts, after the application of all feasible mitigation, the project may be considered consistent with the air quality plans. Because the proposed project would result in emissions below the applicable thresholds of significance, the project would not be considered to conflict with or obstruct implementation of regional air quality plans.

Because the proposed project would not conflict with or obstruct implementation of the applicable air quality plans, violate any air quality standards or contribute

substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in any criteria air pollutant, impacts would be considered *less than significant*.

d. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The proposed project would not involve the construction of any new land uses that would be considered sensitive receptors. However, the nearest existing sensitive receptors to the site would be the single-family residences east of Neroly Road.

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

## Localized CO Emissions

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

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

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans;
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or

horizontal mixing is substantially limited (e.g., tunnel, parking garage, underpass, etc.).

According to the Contra Costa Transportation Authority (CCTA) Congestion Management Plan (CMP), any land development application generating more than 100 peak hour trips is required to prepare a study of the project's traffic impacts on the CMP network.<sup>2</sup> As discussed in the Transportation/Traffic section of this IS/MND, the proposed project is anticipated to induce 279 total daily trips, 16 AM peak hour trips, and 29 PM peak hour trips.

The main roadways in the project vicinity would be Neroly Road, Main Street, and Laurel Road. The proposed project's increase of a maximum of 28 new peak hour trips, would not increase traffic volumes at nearby intersections to more than the hourly traffic volumes set forth in the BAAQMD's localized CO screening criteria, Additionally, the CCTA CMP was drafted using demand projections based on General Plan land use designations for the area. Although the project requires a redesignation of the project site from single-family low density residential to commercial, the self-storage facility proposed as part of the project would not be expected to significantly increase the traffic demand in the area. Unlike industrial land uses or heavy commercial uses, the self-storage facility would generate relatively few daily trips (as discussed above and in further depth in the Transportation/Traffic section of this IS/MND), and would be generally comparable to the previously anticipated single-family residential developments. As a result, the project would be generally consistent with the applicable CMP because the land use would not be significantly different than what was expected for the proposed project site. Therefore, the proposed project would not be expected to result in substantial levels of localized CO at surrounding intersections or generate localized concentrations of CO that would exceed standards.

#### TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, gasoline stations, freeways and high traffic roads, distribution centers, and rail yards.

Because the proposed project is not a sensitive receptor, the proposed project would not involve siting a new sensitive receptor within any recommended setback distance of any existing source of TACs. Additionally, a self-storage facility would not itself be considered a major source of TACs, and therefore would not expose nearby sensitive receptors to TAC emissions.

<sup>&</sup>lt;sup>2</sup> Contra Costa Transportation Authority. 2011 Contra Costa Congestion Management Program [page 62]. Adopted November 16, 2011.

The CARB also identifies diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant heavy diesel semi-truck traffic (such as distribution centers) are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

The CARB handbook identifies significant sources of DPM as land uses accommodating 100 heavy diesel semi-trucks per day. Although the self-storage facility would involve increased vehicle traffic in the area, the project would not be expected to attract 100 or more diesel semi-trucks to the area. As such the proposed project would not generate a substantial amount of DPM per the CARB handbook.

Short-term, construction-related activities could result in the generation of DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project, particularly so for the proposed project, as the construction activities would likely occur over a year and a half (based on applicant information). All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources. In addition, per the City of Oakley Municipal Code, construction activities would be limited to daytime hours only.

Because construction equipment on-site would not operate for any long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Health risks associated with TACs are a function of the concentration of emissions, the proximity of receptors to the emissions, and the duration of exposure, where the higher the concentration, closer the receptor is to the emission, and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, sensitive receptors in the area would not be exposed to pollutants for a permanent or substantially extended period of time.

Considering the short-term nature of construction activities, the regulated and intermittent nature of the operation of construction equipment, and the highly dispersive nature of DPM, the likelihood that any one sensitive receptor would be

exposed to high concentrations of DPM for any extended period of time would be low. For the aforementioned reasons, project construction would not be expected to expose sensitive receptors to substantial pollutant concentrations.

#### Conclusion

Based on the above considerations, the proposed project would not cause sensitive receptors to be exposed to substantial pollutant concentrations, including localized CO or TACs, and impacts related to such would be *less than significant*.

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

Some odor may occur during construction due to the use of diesel-fueled engines and equipment. However, as discussed above, construction activities would be temporary, and operation of construction equipment would be regulated and intermittent. Accordingly, substantial objectionable odors would not be expected to occur during construction activities or affect a substantial number of people.

For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors, nor would the project site be affected by any existing sources of substantial objectionable odors; and a *less-than-significant* impact would result.

Issue	es		Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
IV.	BIOLOG Would the	ICAL RESOURCES. 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 Game or U.S. Fish and Wildlife Service?		*		LJ
	b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			*	
	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?			*	
	d.	Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?			*	
	e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			*	
	f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?			×	

## Discussion

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

Special-status species also include other species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitat. The presence of species with legal protection under the Endangered Species Act often represents a major constraint to development, particularly when the species are wide-ranging or highly sensitive to habitat disturbance and where proposed development would result in a take of these species. The California Department of Fish and Wildlife Natural Diversity Database (CNDDB) was used to determine what special-status species are known to have occurred within a five-mile radius of the project site. The CNDDB query returned 61 total species, 23 of which are plants and 37 of which are animals. The habitat requirements of all 61 species were subsequently compared to habitat types available on the project site to determine the likelihood of each special-status species occurring at the project site.

According to Figure 3-3: Landcover in the Inventory Area of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCC HCP/NCCP), the entire 4.671-acre project site is classified as grassland. The Physical and Biological Resources Chapter of the ECCC HCP/NCCP defines grassland as having less than five percent canopy cover and being dominated by introduced grasses such as wild oats, brome grasses, and annual fescues.3 However, while the ECCC HCP/NCCP categorizes the site as grassland, a more fitting designation may be ruderal. Ruderal vegetation is characterized as sparse nonnative, typically weedy vegetation on vacant parcels surrounded by developed areas. A key factor in distinguishing a grassland from ruderal vegetation is the frequency of disturbance, with grassland experiencing infrequent disturbance and ruderal vegetation experiencing more frequent disturbance.4 The proposed project site is regularly disturbed and has been disked in the recent past, is dominated by sparse weedy vegetation, and is surrounded by urban development. Therefore, the proposed project site can also be considered ruderal vegetation. For the purposes of this analysis, the ECCC

<sup>&</sup>lt;sup>3</sup> East Contra Costa County Conservation Plan/Natural Community Conservation Plan, Chapter 3 Physical and Biological Resources [p. 3-8-9]. Updated December 19, 2006.

<sup>&</sup>lt;sup>4</sup> East Contra Costa County Conservation Plan/Natural Community Conservation Plan, Chapter 3 Physical and Biological Resources [p. 3-11]. Updated December 19, 2006.

HCP/NCCP designation of grassland will be used to generate a conservative list of special-status species that could use the project site as potential habitat.

It should be noted that while the Landcover in the Inventory Area figure of the ECCC HCP/NCCP designates the site as grassland, the East Contra Costa County HCP/NCCP Development Fee Zones figure of the ECCC HCP/NCCP concurrently designates the site as urban. The difference in designations originates from the methods used to create each map. The Landcover in the Inventory Area Figure of the ECCC HCP/NCCP was drafted using analysis of aerial imagery to determine the dominant land cover type. Land cover designations in the Landcover in the Inventory Area were then assigned solely on what land cover currently occurs on the project site, with no weight given to surrounding land uses or habitat value. The East Contra Costa County HCP/NCCP Development Fee Zones figure of the ECCC HCP/NCCP, on the other hand, generally considered dominant land cover types, but focused on the severity of potential impacts resulting from development within the plan area. Factors such as surrounding land uses, disturbance history, and habitat value were used to determine whether land was "urban" or "other" within the East Contra Costa County HCP/NCCP Development Fee Zones figure. Because the two figures of the ECCC HCP/NCCP used different methods to designate land cover types, the maps can contain different designations for the same site. In regards to the presence or absence of species of special-concern, the grassland land cover type designated in the Landcover in the Inventory Area figure of the ECCC HCP/NCCP was used to provide a more conservative analysis. However, the East Contra Costa County HCP/NCCP Development Fee Zones figure is used to determine the habitat impact anticipated by the ECCC HCP/NCCP and to calculate any required fees.

Of the 23 special-status plant species which are known to have occurred within a five-mile radius of the project site, 17 of the special-status species were removed from further consideration due to the project site's lack of key habitat features for each of the 17 species. Habitat requirements for the 17 species removed from consideration included the presence of wetland habitats (see the discussion for questions b and c below for a further discussion of wetlands), aquatic areas, serpentine soils, interior dunes, and slopes. The project site does not contain any of the aforementioned key habitat requirements, and therefore the project site was only considered to be potential habitat for the remaining six species. The remaining species, stinkbells (Fritillaria agrestis), shining navarretia (Navarretia nigelliformis ssp. Radians), showy golden madia (Madia radiata), Mt. Diablo buckwheat (Eriogonum truncatum), round-leaved filaree (California macrophylla), and brittlescale (Atriplex depressa) use valley grassland for habitat and, because the ECCC HCP/NCCP classifies the site as grassland, the project site could provide habitat for the species. Heavy site disturbance caused by disking and the isolation of the site from other grassland habitats makes the presence of these species unlikely; however, without a pre-construction survey conclusively eliminating the possibility of the presence of protected plant species, the proposed project would result in a potential impact to the aforementioned species.

The proposed project site meets the habitat requirements for five of the 37 animal species identified by the CNDDB. The project site's disturbed grassland/ruderal vegetation provides marginal foraging habitat for the State threatened Swainson's hawk (Buteo swainsoni), California Department of Fish and Wildlife (CDFW) species of special concern the American badger (Taxidea taxus), and the CDFW fully protected species the white-tailed kite (Elanus leucurus); however, the lack of tall on-site trees makes the site unsuitable nesting habitat for both Swainson's hawks and white-tailed kites. Foraging habitat for white-tailed kites is not currently protected, and because the site lacks nesting habitat, the proposed project would not have an impact on white-tailed kites. However, it is currently unknown whether trees suitable for Swainson's hawk nests occur within 1,000 feet of the project site. Disturbance activities, such as activities related to project construction, within 1,000 feet of an active Swainson's hawk nest could induce nest abandonment and impact the species. The CDFW species of special concern, the American badger (Taxidea taxus), uses many habitat types, including grasslands, and their main requirement is that their habitat provide adequate amounts of food, typically in the form of ground squirrels. The project site may provide habitat to American badgers; however, the site's history of disking could have disturbed any existing mammal burrows and could have reduced the amount of food available to American badgers at the project site. Nonetheless, the project site could provide potential foraging and denning habitat for American badgers. Additionally, the project site may provide habitat for burrowing owls. Similar to the American badger, a primary habitat requirement for burrowing owls is small mammal burrows, which burrowing owls use for nesting, but in urban areas burrowing owls have been known to use artificial burrows including pipes, culverts and piles of concrete pieces. The nearest known occurrence of burrowing owls is 0.5-mile to the south. Although the site's small size and proximity to nearby residences and roadways reduce the quality of potential habitat provided by the project site, the potential remains for Swainson's hawks, American badgers and white-tailed kites to use the site for foraging, and for burrowing owls and American badgers to use the site for nesting or denning if appropriate burrows exist.

Another special-status species that could be present in the area is the federally endangered and state threatened San Joaquin kit fox. The CNDDB recorded one sighting in the five-mile radius of study and the San Joaquin Kit Fox Modelled Habitat Distribution map from the ECCC HCP/NCCP shows the project site as being Suitable Low Use Habitat.<sup>5</sup> Because of the potential suitability of the project site as habitat for the San Joaquin kit fox, the possibility exists that the species could occur on the project site.

<sup>&</sup>lt;sup>5</sup> East Contra Costa County Conservancy, Prepared by Jones & Stokes. *App. D-02c San Joaquin Kit Fox Modelled Habitat Distribution – East Contra Costa County HCP/NCCP*. Prepared on February 15, 2006.

The purpose of the ECCC HCP/NCCP is to preserve high quality habitat for species of concern throughout the plan area. The ECCC HCP/NCCP accomplishes habitat protection through the establishment of preserves and the collection of development fees. Fees are collected based on established fee zones and land cover types, with developments placed in higher quality habitat land cover types incurring higher development fee rates, and developments placed in low quality habitats or urban areas incurring lower development fees or no development fees. Fee zones and land cover types are presented in the East Contra Costa County HCP/NCCP Development Fee Zones figure. 6 The fee zones figure designates the proposed project site as urban, which indicates that the ECC HCP/NCCP does not anticipate the project site to be of high habitat value. Because the project site is designated as urban, the proposed project would be exempt from the payment of development fees. Despite the project's exemption of fees based on land use type, the project could result in impacts to individual special status species identified above as possibly occurring at the project site. Because some special status plants, Swainson's hawks, white-tailed kites, American badgers, San Joaquin kit foxes, and/or burrowing owls may exist on-site, site surveys would be required to determine whether any special-status plant or wildlife species are present on the project site, prior to initiating on-site ground disturbance and vegetation removal.

If the necessary preconstruction surveys are not carried out, the project could result in a *potentially significant* adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the USFWS, or the California Department of Fish and Wildlife (CDFW).

# Mitigation Measure(s)

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

IV-1. Prior to any ground disturbance related to covered activities, a United States Fish and Wildlife Service (USFWS)/CDFW-approved biologist shall conduct a preconstruction survey of the project site. The survey shall establish the presence or absence of western burrowing owl and/or habitat features and evaluate use by owls in accordance with CDFW survey guidelines (California Department of Fish and Game 1995).

On the parcel where the activity is proposed, the biologist shall survey the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and owls. Adjacent parcels under different land ownership will not be surveyed. Surveys should take place near sunrise or sunset in accordance with CDFW guidelines. All burrows or burrowing owls shall be identified and mapped. Surveys shall

<sup>&</sup>lt;sup>6</sup> East Contra Costa County Conservancy. *High Resolution Development Fee Zone Map*. Accessible at http://www.co.contra-costa.ca.us/depart/cd/water/HCP/project-permitting.html. Accessed on June 2016.

take place no more than 30 days prior to construction. During the breeding season (February 1 – August 31), surveys will document whether burrowing owls are nesting in or directly adjacent to disturbance areas. During the nonbreeding season (September 1 – January 31), surveys shall document whether burrowing owls are using habitat in or directly adjacent to any disturbance area. Survey results shall be valid only for the season (breeding or nonbreeding) during which the survey is conducted. A written summary of the survey results shall be submitted to the City of Oakley Planning Division.

If burrowing owls and/or suitable burrows are not discovered, then further mitigation is not necessary.

If burrowing owls are found during the breeding season (February 1 – August 31), the project proponent shall avoid all nest sites that could be disturbed by project construction during the remainder of the breeding season or while the nest is occupied by adults or young. Avoidance shall include establishment of a non-disturbance buffer zone (described below). Construction may occur during the breeding season if a qualified biologist monitors the nest and determines that the birds have not begun egg-laying and incubation or that the juveniles from the occupied burrows have fledged. During the nonbreeding season (September 1 – January 31), the project proponent should avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a buffer zone.

During the breeding season, buffer zones of at least 250 feet in which no construction activities can occur shall be established around each occupied burrow (nest site). Buffer zones of 160 feet shall be established around each burrow being used during the nonbreeding season. The buffers shall be delineated by highly visible, temporary construction fencing. If occupied burrows for burrowing owls are not avoided, passive relocation will be implemented. Owls should be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors should be in place for 48 hours prior to excavation. The project area should be monitored daily for one week to confirm that the owl has abandoned the burrow. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation (California Department of Fish and Game 1995). Plastic tubing or a similar structure should be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

IV-2. Prior to any ground disturbance related to covered activities that occurs during the nesting season (March 15 – September 15), a qualified biologist will conduct a preconstruction survey no more than one month prior to construction to establish whether Swainson's hawk nests within 1,000 feet of the project site are occupied. If potentially occupied nests within 1,000 feet are off the project site, then their occupancy will be determined by observation from public roads or by observations of Swainson's hawk activity (e.g., foraging) near the project site. If nests are occupied, minimization measures and construction monitoring are required (see below). A written summary of the survey results shall be submitted to the City of Oakley Planning Division.

During the nesting season (March 15 – September 15), covered activities within 1,000 feet of occupied nests or nests under construction will be prohibited to prevent nest abandonment. If site-specific conditions or the nature of the covered activity (e.g., steep topography, dense vegetation, limited activities) indicate that a smaller buffer could be used, the Implementing Entity will coordinate with CDFW/USFWS to determine the appropriate buffer size.

If young fledge prior to September 15, covered activities can proceed normally. If the active nest site is shielded from view and noise from the project site by other development, topography, or other features, the project applicant can apply to the City of Oakley Planning Division for a waiver of this avoidance measure. Any waiver must also be approved by USFWS and CDFW. While the nest is occupied, activities outside the buffer can take place.

IV-3. A qualified biologist shall conduct pre-construction surveys for American badger in the project area two weeks prior to initiation of ground disturbance activities. If an American badger or active burrow, indicated by the presence of badger sign (i.e. suitable shape and burrow-size, scat) is found within the construction area during pre-construction surveys, the CDFG shall be consulted to obtain permission for animal relocation. A written summary of the survey results shall be submitted to the City of Oakley Planning Division.

If the qualified biologist determines that potential dens are inactive, the biologist shall excavate these dens by hand with a shovel to prevent badgers from re-using them during construction.

If the qualified biologist determines that potential dens may be active, the entrances of the dens shall be blocked with soil, sticks, and debris for three to five days to discourage use of these dens prior to project disturbance. The den entrances shall be blocked to an incrementally greater degree over the three to five day period. After the qualified biologist determines that badgers have stopped using active dens within the project boundary, the dens shall be hand-excavated with a shovel to prevent re-use during construction.

IV-4. Prior to any ground disturbance related to covered activities, a USFWS/CDFW-approved biologist will conduct a preconstruction San Joaquin Kit Fox survey over the entire project site. The surveys will establish the presence or absence of San Joaquin kit foxes and/or suitable dens and evaluate use by kit foxes in accordance with USFWS survey guidelines (U.S. Fish and Wildlife Service 1999). A written summary of the survey results shall be submitted to the City of Oakley Planning Division.

Preconstruction surveys will be conducted within 30 days of ground disturbance. On the parcel where the activity is proposed, the biologist will survey the proposed disturbance footprint and a 250-foot radius from the perimeter of the proposed footprint to identify San Joaquin kit foxes and/or suitable dens. Adjacent parcels under different land ownership will not be surveyed. The status of all dens will be determined and mapped. Written results of preconstruction surveys will be submitted to USFWS within 5 working days after survey completion and before the start of ground disturbance. Concurrence is not required prior to initiation of covered activities.

If San Joaquin kit foxes and/or suitable dens are identified in the survey area, the measures described below will be implemented.

- If a San Joaquin kit fox den is discovered in the proposed development footprint, the den will be monitored for 3 days by a USFWS/CDFW- approved biologist using a tracking medium or an infrared beam camera to determine if the den is currently being used.
- Unoccupied dens should be destroyed immediately to prevent subsequent use.
- If a natal or pupping den is found, USFWS and CDFW will be notified immediately. The den will not be destroyed until the pups and adults have vacated and then only after further consultation with USFWS and CDFW.
- If kit fox activity is observed at the den during the initial monitoring period, the den will be monitored for an additional 5 consecutive days from the time of the first observation to allow any resident animals to move to another den while den use is actively discouraged. For dens other than natal or pupping dens, use of the den can be discouraged by partially plugging the entrance with soil such that any resident animal can easily escape. Once the den is determined to be unoccupied it may be excavated under the direction of the biologist. Alternatively, if the animal is still present after 5 or more consecutive days of plugging and monitoring, the den may have to be excavated when, in the judgment of a biologist, it is temporarily vacant (i.e., during the animal's normal foraging activities).

If dens are identified in the survey area outside the proposed disturbance footprint, exclusion zones around each den entrance or cluster of entrances will be demarcated. The configuration of exclusion zones should be circular, with a radius measured outward from the den entrance(s). Covered activities shall not occur within the exclusion zones. Exclusion zone radii for potential dens will be at least 50 feet and will be demarcated with four to five flagged stakes. Exclusion zone radii for known dens will be at least 100 feet and will be demarcated with staking and flagging that encircles each den or cluster of dens but does not prevent access to the den by kit fox.

IV-5. Prior to any ground disturbing activities, an approved biologist shall conduct a preconstruction survey using approved CDFW/USFWS methods during the appropriate season to identify any covered and notake plant species. If covered or no-take plant species are not found, a survey report shall be submitted to the City of Oakley and further mitigation measures would not be necessary.

If covered or no-take plants are found, the location, extent, and condition of all occurrences shall be documented in a survey report submitted to the City of Oakley, and the project proponents shall notify the City of Oakley of their schedule for removing the covered plants. Survey reports shall include CNDDB California Native Species Field Survey Forms for all covered or no-take plants encountered on the site, and copies of these forms should be sent to the CNDDB. The City of Oakley shall determine if salvage measures are available and can be implemented. If salvage s possible populations should be transplanted such that they constitute separate populations and do not become part of an existing population of the species, as measured by the potential for genetic exchange among individuals through pollen or propagule (e.g., seed, fruit) dispersal. Transplanting or seeding "receptor" sites (i.e., habitat suitable for establishing a new population) should be carefully selected on the basis of physical, biological and logistical considerations as outlined in the ECCC HCP/NCP.

b,c. Riparian habitats are described as the land and vegetation that is situated along the bank of a stream or river. Wetlands are areas where water covers the soil, or is present either at or near the surface of the soil all year or for varying periods of time during the year. Wetlands usually must possess hydrophytic vegetation (i.e., plants adapted to inundated or saturated conditions), wetland hydrology (e.g., topographic low areas, exposed water tables, stream channels), and hydric soils (i.e., soils that are periodically or permanently saturated, inundated or flooded). Vernal pools are seasonal depressional wetlands that are covered by shallow water for variable periods from winter to spring, but may be completely dry for most of the summer and fall. Vernal pools range in size from

small puddles to shallow lakes and are usually found in a gently sloping plain of grassland.

The project site has been disturbed by disking, is well drained by on-site soils, and is relatively level. Ruderal vegetation currently dominates the project site, and drainage features, hydrophytic vegetation, or other wetland features are not known to occur on the project site. Additionally, the USWFS National Wetlands Inventory Wetlands Mapper does not identify any wetlands on the project site. Therefore, impacts to wetlands and riparian habitat would be considered *less than significant*.

- d. The project site is surrounded by urban and developed land. Residential developments exist to the north and east of the project site, while the SP Railway tracks, and SR 4 create a north-south barrier to the west of the site. As a result, the project site does not support a wildlife corridor and does not contain any watercourses that would support migratory fish. Therefore, the development of the project site would result in a *less-than-significant* impact.
- e. The site is a vacant, graded parcel. Only one small tree exists on the perimeter of the site near Neroly Road. Before removal of the existing site tree the applicant must comply with the Section 9.1.1112, Heritage and Protected Trees, of the City of Oakley Municipal Code, which requires an application for a tree removal permit to be submitted to the Community Development Department prior to the removal of the tree. Subsequent to the submittal of the tree removal application the applicant would be required to comply with any findings or conditions imposed by the Community Development Department. By complying with the Heritage and Protected Trees Section of the City of Oakley Municipal Code, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and a *less-than-significant* impact would occur.
- f. The ECCC HCP/NCCP was approved in August 2007 and the City of Oakley approved the implementing ordinance on November 13, 2007. The project is located within the City; therefore, the project is included in the ECCC HCP/NCCP. Mitigation Measures IV-1 through IV-5 would ensure that the proposed project has no direct impact on special status species. As discussed earlier in this document, the project site is concurrently classified as grassland in the Landcover in the Inventory Area figure of the ECCC HCP/NCCP and urban in the East Contra Costa County HCP/NCCP Development Fee Zones figure (see the discussion for question a of this section for a further analysis of the two figures). Because the proposed project is designated as urban in the East Contra Costa County HCP/NCCP Development Fee Zones figure, the project would not be subject to any development fees. Additionally, the surveys required of the proposed project by Mitigation Measures IV-1 through IV-5 would meet the survey requirements of areas designated as urban in the East Contra Costa County HCP/NCCP Development Fee Zones figure while also reducing the

possibility of special-status species impacts that could result from development in an area classified as grassland in the *Landcover in the Inventory Area* figure of the ECCC HCP/NCCP. Therefore, the proposed project would not be in conflict with the provisions of an adopted Habitat Conservation Plan for the area and would result in a *less-than-significant* impact.

Issues		Potentially Significant Impact	Less-Than- Significant With Miligation Incorporated	Less-Than- Significant Impact	No Impact	
V.		RAL RESOURCES. e project:				
	a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?			×	
	b.	Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?		×		
	C.	Directly or indirectly destroy a unique paleontological resource on site or unique geologic features?		×		
	d.	Disturb any human remains, including those interred outside of formal cemeteries.		×		
	e.	Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.			*	

## **Discussion**

- a. The California Register of Historical Resources identifies a historical resource as the following:
  - Associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
  - Associated with the lives of persons important to local, California, or national history;
  - Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of a master or possesses high artistic values; or
  - Yielded, or may be likely to yield, information important to the prehistory or history of the local area, California, or the nation.

The Oakley GP EIR on page 3-149 states that "while there are no officially designated historic structures in Oakley, there are numerous buildings, primarily in the old town area, eligible for such designation or listing [...] Oakley's historic resources are generally in need of official recognition." Structures do not currently exist at the project site that would meet the California Register of Historical Resources definition and the site has not been determined to be a

historic resource by the Oakley General Plan. Therefore, historical resources would not be affected by the project and a *less-than-significant* impact would occur.

b-d. According to the Oakley General Plan EIR (p. 3-148), few archeological or paleontological finds have occurred in the City of Oakley. However, the City's General Plan EIR states that given the rich history of the Planning Area and region, the City will continue to require site evaluation prior to development of undeveloped areas, as well as required procedures if artifacts are unearthed during construction. The project site does not currently contain any structures and the site is heavily disturbed by routine disking; therefore, the probability of historical or cultural resources being present on the site is low. However, the possibility remains that ground disturbing activities could uncover previously unknown buried archaeological or paleontological materials, or human remains, resulting in a *potentially significant* impact.

## Mitigation Measure(s)

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

- V-1. If buried historic and/or cultural resources are encountered during site grading or other site work, all such work shall be halted immediately within 100 feet of the discovery and the developer shall immediately notify the Planning Division of the discovery. In such case, the developer shall be required, at their own expense, to retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery, as appropriate. The archaeologist shall be required to submit to the City of Oakley Planning Division for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the area of discovery would not be allowed until the preceding work has occurred.
- V-2. Pursuant to State Health and Safety Code §7050.5 (c) State Public Resources Code §5097.98, if human bone or bone of unknown origin is found during construction, all work shall stop within 100 feet of the find and the Contra Costa County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission, who shall notify the person believed to be the most likely descendant. The most likely descendant shall work with the contractor to develop a program for re-internment of the human remains and any associated artifacts. Additional work is not to take place within 100 feet of the find until the identified appropriate actions have been implemented.

Tribal cultural resources are generally defined by Public Resources Code 21074 e. as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. Because the proposed project includes a request for a General Plan Amendment, in compliance with Senate Bill (SB) 18, the City of Oakley initiated consultation with the pertinent Native American Tribes. The City received a response from a representative of the Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, and consultation pursuant to SB 18 is on-going. Additionally, the City of Oakley distributed project notification letters, in compliance with Assembly Bill (AB) 52, to the Torres Martinez Desert Cahuilla Indians, and the Ione Band of Miwok Indians. At the time of publication of this document the City has not received requests for further consultation under AB 52 from any of the contacted tribes. Concurrently, a records search of the Sacred Lands File was performed by the Native American Heritage Commission. The Sacred Lands File search returned negative results for known cultural resources on the project site. The project site does not contain any existing structures and past disturbance of the site makes the persistence of surficial tribal resources unlikely. Although past disturbance of the project site makes the discovery of surficial resources unlikely, application of Mitigation Measures V-1 and V-2 would reduce the project's impacts to possible unknown cultural, tribal or historical resources to less than significant levels. Given the low likelihood of the presence of tribal resources as described in the City's General Plan EIR and the required Mitigation Measures V-I and V-2 which require construction to halt if any potential resources are found, as well as the City's compliance with AB 52 and SB 18, the project would result in a less-thansignificant impact to tribal cultural resources.

Issues		Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact		
VI.	GEOLOG Would the		ID SOILS. ot:				
	a.	substa	e people or structures to potential antial adverse effects, including the loss, injury, or death involving:				
		i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist - Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?		×		
		ii.	Strong seismic ground shaking?		×		
		iii.	Seismic-related ground failure, including liquefaction?		×		
		iv.	Landslides?		×		
	b.		in substantial soil erosion or the fopsoil?			*	
	C.	is unst unstab potent landsli	ated on a geologic unit or soil that table, or that would become ole as a result of the project, and ially result in on- or off-site de, lateral spreading, subsidence, action or collapse?		×		
	d.		ated on expansive soil, as defined le 18-1B of the Uniform Building			×	
	e.	suppo alterna where	soils incapable of adequately rting the use of septic tanks or ative waste water disposal systems sewers are not available for the all of waste water?				*

## **Discussion**

a,c. The site is located in an area of moderate to high seismicity. Known active faults are not mapped across the property and the site is not located within an Alquist-Priolo Earthquake Fault Zone; however, the Oakley 2020 General Plan Background Report states that the San Francisco Bay area is an area of high seismic risk. As shown in Figure 8-1 of the City's General Plan, Faults and Seismic Stability, three faults are in the Oakley area, with the Brentwood Fault directly underlying the City, and the Davis and Antioch Faults to the west of the City. All three faults are inferred to be active.

Potential seismic hazards resulting from a nearby moderate to major earthquake can generally be classified as primary and secondary. The primary effect is ground rupture, also called surface faulting. The common secondary seismic hazards include ground rupture, ground shaking, liquefaction, and ground lurching.

## Ground Rupture

Figure 8-1 of the City's General Plan shows fault traces for all known and inferred faults in the area. The proposed project is not underlain by any faults known to the City and as a result, ground rupture is unlikely at the project site.

## Ground Shaking

An earthquake of moderate to high magnitude generated within the region could cause considerable ground shaking at the site, similar to that which has occurred in the past. To mitigate the shaking effects, structures should be designed using sound engineering judgment and the 2013 California Building Code (CBC) requirements, as a minimum. Seismic design provisions of current building codes generally prescribe minimum lateral forces, applied statically to the structure, combined with the gravity forces. The code-prescribed lateral forces are generally considered to be substantially smaller than the comparable forces that would be associated with a major earthquake. Therefore, structures should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. Conformance to the current building recommendations does not constitute any kind of guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake; however, a well-designed and well-constructed structure can be reasonably expected to resist collapse thus reducing loss of life in a major earthquake.

## Landslides

The project area is relatively flat; therefore, landslides do not represent a likely hazard.

# **Ground Lurching**

Ground lurching is a result of the rolling motion imparted to the ground surface during energy released by an earthquake. Such rolling motion can cause ground cracks to form in weaker soils. The potential for the formation of these cracks is considered greater at contacts between deep alluvium and bedrock. Figure 8-1 of the City's General Plan indicates the project site is on the border of areas designated as being comprised of Pliocene bedrock or younger alluvium.

Therefore, the proposed project could be in an area where alluvium contacts bedrock and thus be vulnerable to potential ground lurching. Foundation and pavement must be designed to reduce the potential for adverse impacts from possible lurch cracking.

## Liquefaction

Soil liquefaction results from loss of strength during cyclic loading, such as imposed by earthquakes. Soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded and fine-grained sands. Empirical evidence indicates that loose to medium-dense gravels, silty sands, and low- to moderate-plasticity silts and clays may be susceptible to liquefaction. In addition, sensitive highplasticity soils may be susceptible to significant strength loss (cyclic softening) as a result of significant cyclic loading. As shown in Figure 8-2, of the City of Oakley General Plan 2020, Estimated Liquefaction Potential, most of the City's planning area is within an area of generally high liquefaction potential. Additionally, the United States Department of Agriculture, Natural Resource Conservation Service's Web Soil Survey identifies 60 percent of the project site as being composed of the Capay clay soil series, which is characterized as containing liquefaction sensitive clays. The City of Oakley General Plan (p. 8-3) Policy 8.1.9 requires all public and private development to conduct a geologic engineering study, which must define and delineate potential hazardous geologic and/or soils conditions, recommend means of mitigating any adverse conditions, and provide implementation of the mitigation measures. Because the proposed project would be sited in an area of generally high liquefaction potential, the project would be subject to Policy 8.1.9, and would require a design-level geologic engineering study. Without completion of a design-level geotechnical report and implementation of relevant recommendations therein, the proposed project could expose people or structures to potential risk of loss, injury, or death by the project's location on an unstable geologic or soil unit.

## Conclusion

The project site is not within an Alquist-Priolo Special Studies Zone; however, the City of Oakley General Plan, General Plan Background Report, and General Plan EIR indicate that the Oakley area is located in a seismically active zone. Development of the proposed project in this seismically active zone could expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, ground lurching, liquefaction, or the location of the project on an unstable geologic unit or soil. Therefore, a *potentially significant* impact could result.

<sup>7</sup> United States Department of Agriculture, Natural Resources Conservation Service. Web Soil Survey. Accessible at http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed in June 2016.

## Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impacts related to liquefiable soils, and ground lurching to a *less-than-significant* level.

- VI-1. Prior to issuance of a grading permit, the applicant/developer shall incorporate the recommendations of a design-level geotechnical report into the Improvement Plans for approval by the City Engineer. The following measures include, but are not limited to, the options available to reduce site liquefaction potential and/or adverse effects to structures located above potentially liquefiable soils. Once final grading plans are designed, the project's geotechnical engineers shall determine the appropriate methods of mitigating the effects of liquefaction, such as:
  - Remove and replace potentially liquefiable soils;
  - Strengthen foundations (e.g., post-tensioned slab, reinforced mat or grid foundation, or other similar system) to resist excessive differential settlement associated with seismically-induced liquefaction;
  - Support the proposed structures on an engineered fill pad (minimum of 5 feet thick) in order to reduce differential settlement resulting from seismically-induced liquefaction and post-seismic pore pressure dissipation; and/or
  - Densify potentially liquefiable soils with an in situ ground improvement technique such as deep dynamic compaction, vibrocompaction, vibro-replacement, compaction grouting, or other similar methods.
- VI-2. All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the geotechnical report required by mitigation measure VI-1 are properly incorporated and utilized in the project design.
- b. The City of Oakley General Plan Background Report (Section 9, p. 9-3) indicates that the project site is characterized by soils grouped within the lowland soil association. According to the General Plan EIR, such soils are described as slowly to very slowly permeable, highly expansive and corrosive with slight erosion hazard (3-160). Because the soils on the site possess little erosion hazard, the project site is not likely to suffer substantial soil erosion or loss of topsoil. However, any disturbance of the soil, such as surface grading, relocates topsoil and breaks the soil into easily transported particles, rendering earth surfaces susceptible to erosion from wind and water. As part of standard City requirements, preparation of an Erosion Control Plan and Stormwater Pollution

Prevention Plan (SWPPP) prior to construction activities and implementation of BMPs during construction is required. The erosion control measures required for implementation on the proposed project by both the SWPPP and the Erosion Control Plan would ensure that the proposed project would not result in substantial soil erosion or the loss of topsoil. Therefore, impacts from soil erosion resulting from grading of the project area would be considered *less than significant*.

- d. The project site is within a region that is identified in the Oakley General Plan EIR as possessing soils that are very slowly permeable and highly expansive. Highly expansive soils are prone to shrink/swell activity, which could have adverse affects on structures constructed on such soils. Mitigation Measure VI-2 requires compliance with recommendations in a geotechnical report which would ensure that the foundations and pavements are designed in order to reduce the impact of the proposed project from expansive soils to a *less-than-significant* level.
- e. The proposed project will not involve the use of septic tanks or alternative wastewater disposal systems; therefore, *no impact* would occur.

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

# Discussion

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

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO<sub>2</sub>) and, to a lesser extent, other GHG pollutants, such as methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. It should be noted that the project currently includes the installation of photovoltaic solar panels to generate 700 kWh. The solar panels would produce energy with a low carbon intensity and reduce the proposed project's impact on GHG emissions related to energy use. Consequently, the primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO<sub>2</sub> equivalents (MTCO<sub>2</sub>e/yr).

The proposed project is located within the jurisdictional boundaries of the BAAQMD. The BAAQMD threshold of significance for project-level operational GHG emissions is 1,100 MTCO<sub>2</sub>e/yr. BAAQMD's approach to developing a threshold of significance for GHG emissions is to identify the emissions level for

which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move towards climate stabilization. If a project would generate GHG emissions above the threshold level, the project would be considered to generate significant GHG emissions and conflict with applicable GHG regulations. The BAAQMD thresholds of significance are used for the analysis within this IS/MND, as the thresholds of significance are supported by substantial evidence.<sup>8</sup>

The proposed project's GHG emissions were quantified using CalEEMod using the same assumptions as presented in the Air Quality section of this IS/MND, and compared to the 1,100 MTCO<sub>2</sub>e/yr threshold of significance. According to the CalEEMod results, the proposed project would result in operational GHG emissions of 506.65 MTCO<sub>2</sub>e/yr, which is well below the 1,100 MTCO<sub>2</sub>e/yr threshold of significance. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Neither the City nor BAAQMD has an adopted a threshold of significance for construction-related GHG emissions. However, even if the proposed project's total construction GHG emissions of 396.17 MTCO<sub>2</sub>e/yr are included with the annual operational GHG emissions, the resultant total GHG emissions of 902.82 MTCO<sub>2</sub>e/yr would still be well below the 1,100 MTCO<sub>2</sub>e/yr threshold of significance. Therefore, the proposed project would not be expected to result in a significant impact related to GHG emissions.

Based on the above, the proposed project would not be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs; and impacts would be considered *less than significant*.

<sup>&</sup>lt;sup>8</sup> A further discussion of the BAAQMD's thresholds is provided in questions a-c of the Air Quality section in this IS/MND

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

## Discussion

a. The proposed project involves the construction of a self-storage facility, office, and manager's residence. Self-storage facilities are not typically associated with the routine transport, use, or disposal of hazardous materials. However, construction activities would involve the use of heavy equipment, which would contain fuels, oils, and various other products such as concrete, paints, and adhesives. However, the project contractor would be required to comply with all California Health and Safety Codes and local ordinances regulating the handling, storage, and transportation of hazardous and toxic materials, as overseen by the California EPA and DTSC. Should an accidental release of hazardous materials occur during construction, the City (or City crews) and/or contractor, is required to notify the East Contra Costa Fire Protection District (ECCFPD), who would then monitor the conditions and recommend appropriate remediation measures.

Because project operations would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, impacts would be considered *less than significant*.

b. The proposed project site contains a PG&E easement area for underground gas pipelines. The proposed project would not involve the construction of permanent structures in the easement area; however, ground disturbance associated with other construction activities has the potential to upset or conflict with the PG&E gas lines. Work being done in Underground Service Areas is required to contact the service provider prior to beginning work and consult with the service provider. However, without consultation with the underground service provider, the proposed project has the potential to create a hazard through the upset of PG&E gas lines which would release hazardous substances to the environment. Therefore, the proposed project could result in a *potentially significant* impact.

## Mitigation Measure(s)

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

VIII-1. Prior to approval of Grading Plans, the project applicant shall coordinate with PG&E to determine the accurate depths and alignment of the pipelines by field checking and potholing the pipeline. Arrangements to potholing of the pipelines shall be made at least 48 hours in advance. The project applicant shall be responsible for providing a backhoe and operator, as well as a surveyor if needed. All construction plans that involve right-of-way encroachments shall be submitted to PG&E to allow for review.

After determining the accurate depths and alignments of the pipelines, the results shall be noted on all project construction plans, and the project applicant shall further coordinate with PG&E

regarding all work that could affect the pipelines in order to ensure compliance with applicable development restrictions and regulations, which would include, but would not be limited to, the following:

- Maintain a minimum of 12 inches of clearance between the pipelines and other cross-lines that intersect at a 90-degree angle, or a minimum of 24 inches of clearance for intersection angles less than 90-degrees;
- Maintain a minimum of 24 inches of undisturbed clearance between the top of pipe and bottom of the sub grade for paving and grass or shallow rooted plants within the pipeline easements;
- Prohibit deep-rooted trees and structures within pipeline easements;
- All excavations within 24-inches of the pipelines shall be accomplished using hand tools only;
- Restrict use of heavy vibratory equipment over pipelines; and
- Notify Underground Service Alert (USA) at 800-227-2600 at least 48 hours prior to any excavation work.
- c. The proposed project involves the construction of a self-storage facility, office, and manager's residence. Self-storage facilities are not typically associated with the emission, or use of hazardous or acutely hazardous materials. The closest school to the project site is over a mile away in the City of Antioch. Therefore, the proposed project would not emit or handle hazardous or acutely hazardous material within one quarter mile of a school and *no impact* would occur.
- d. The proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5,9 and would not create a significant hazard to the public or the environment. Therefore, *no impact* would occur.
- e,f. The proposed project is not located in the vicinity of a private airstrip or within an airport land use plan. The City of Oakley 2020 General Plan DEIR identifies the closest airports as Buchanan Field and Byron Airport, 20 miles and 14 miles away, respectively. Therefore, implementation of the proposed project would not place residents or workers within two-miles of any private airstrips or within an airport land use plan, and the proposed project would not create a safety hazard, thus resulting in *no impact*.

<sup>&</sup>lt;sup>9</sup> California Department of Toxic Substances Control. EnviroStor. Available at: http://www.envirostor.dtsc.ca.gov. Accessed June 2016.

- g. The proposed project does not include any modifications to the surrounding roadways or circulation networks. Therefore, the project would not construct barriers that would impede the implementation of an emergency response plan. As a result, the proposed project would not impair or physically interfere with an adopted emergency response plan and *no impact* would occur.
- h. The site is located in an urban area designated as having a moderate fire hazard severity by the California Department of Forestry and Fire Protection. Dense vegetation does not occur and the project site is bordered on two sides by existing urban development. Fire protection for the area is provided by the East Contra Costa County Fire Protection District (ECCCFPD), and fire service would continue with the implementation of the proposed project. Therefore, a *less-than-significant* impact would result in regards to the exposure of people or structures to risk of loss, injury or damage due to wildfire.

Issues		Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
IX.	HYDROLOGY AND WATER QUALITY. Would the project:	_			_
a.	Violate any water quality standards or waste discharge requirements?			*	L
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 (i.e., 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)?			*	
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?			×	
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 which would result in flooding on- or off- site?			×	
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?			*	
f.	Otherwise substantially degrade water quality?			×	
g.	Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			×	
h.	Place within a 100-year floodplain structures which would impede or redirect flood flows?			*	
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.			*	
j.	Inundation by seiche, tsunami, or mudflow?			×	

## **Discussion**

a-f The City's National Pollutant Discharge Elimination System (NPDES) permit requires that any projects that would create or replace 10,000 square feet or more of impervious surfaces must submit a Stormwater Control Plan (SWCP) with their development permit. The City of Oakley's Municipal Code Section 6.11, Stormwater Management and Discharge Control, requires that the SWCP include appropriate design measures to treat runoff from all proposed impervious surfaces. The Stormwater Control Plan for Acorn Self Storage Facility-Oakley (SWCP) prepared for the project by CMI Engineering & Construction in March 2016, conforms with the most recent Contra Costa Clean Water Program Stormwater C.3 Guidebook and meets the City of Oakley Municipal Code requirements. The SWCP indicates that stormwater from the site is not known to currently run-off from the site and enter City infrastructure or run-off to any nearby waterways regularly. Instead, the SWCP concluded stormwater currently infiltrates on-site soils. The project soils are moderate to excessively drained and water that infiltrates the topsoil most likely moves off-site through subsurface flow.

The proposed project would include the addition of impervious surfaces over a total of 157,551 sf. The proposed impervious surfaces would impede stormwater infiltration over that area, which could reduce the groundwater recharge rate over the affected area, and could potentially lead to increased run-off to City infrastructure or to off-site waterways. However, the project area is relatively small, and increased run-off would not be expected to have a significant impact on City infrastructure, off-site waterways or ground water recharge by itself. Nevertheless, the proposed project would include a bioretention basin on the northwest end of the property, which would be sized to exceed the minimum volume requirement necessary to adequately treat all runoff from the proposed impervious surfaces. Runoff would gravity flow to the bioretention area where the stormwater would be able to infiltrate the soil in a similar manner to what currently occurs on the project site. Any excess runoff would be connected through a proposed storm drain pipe to an existing storm drain in Neroly Road. Because the proposed bioretention facility would be designed with adequate capacity to capture and treat runoff from proposed impervious surfaces, the proposed project would not create any new runoff that would leave the site. In addition to reducing runoff and allowing for groundwater recharge, the bioretention areas would also treat incoming runoff by filtering stormwater through permeable soil layers. The process of stormwater moving through the soil layers would remove pollutants from the stormwater before further subsurface infiltration or discharge to City infrastructure. As a result, the proposed project would not lead to the degradation of water quality or the violation of water quality standards due to operational stormwater runoff.

During the early stages of construction activities, topsoil would be exposed due to grading of the site. After grading and prior to overlaying the ground surface

with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which would adversely affect water quality. However, the proposed project includes a construction Erosion Control Plan, which includes erosion prevention instructions for construction activities. The Erosion Control Plan also includes regulations for vehicle entrance and exit points as well as silt fences that would be used to prevent any sediment contained in runoff from exiting the site. As such the proposed project would not result in a construction related degradation of water quality.

Therefore, the project would not substantially deplete groundwater supplies, interfere with the recharge of groundwater, violate water quality standards, substantially degrade water quality, directly alter or lead to the alteration of existing drainage features leading to erosion, flooding or siltation, nor would the project contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, and as a result the project would have a *less-than-significant* impact.

- g-i. Based on the FEMA Flood Insurance Rate Map (FIRM) (Map Number ID 06013C0355F), the project site is within Zone X, which is described by FEMA as an area determined to be outside the 0.2 percent annual chance floodplain (see Figure 3). Thus, development of the proposed project would not place structures within a 100-year floodplain or expose people or structures to a risk of loss, injury, or death involving flooding. Additionally, Figure 8-6 of the City of Oakley General Plan 2020 outlines all areas that could be flooded due to dam failures. The proposed project site is not identified as being within an area of possible inundation as a result of a failure of a levee or dam. Accordingly, restrictions on development or special requirements associated with flooding are not required for the project. Therefore, the proposed project would result in a *less-than-significant* impact related to flooding.
- j. Tsunamis are defined as sea waves created by undersea fault movement. A tsunami poses little danger away from shorelines; however, when a tsunami reaches the shoreline, a high swell of water breaks and washes inland with great force. Waves may reach 50 feet in height on unprotected coasts. Historic records of the Bay Area used by one study indicate that nineteen tsunamis were recorded in San Francisco Bay during the period of 1868-1968. Maximum wave height recorded at the Golden Gate tide gauge (where wave heights peak) was 7.4 feet. The available data indicate a standard decrease of original wave height from the Golden Gate to about half original wave height on the shoreline near Richmond, and to nil at the head of the Carquinez Strait. As the project site is approximately 20 miles east of the Carquinez straight and over two miles away from the nearest body of water, the project site is not exposed to flooding risks from tsunamis and adverse impacts would not result.

W CYPRESS PLACE BEDFORDILANE ZONE A

MEGAN DRIVE

MEGAN COURT

TRUMAN LANE TRAVALE PLACE FEET TROMAN CANE NFIP PLACER DRIVE PANEL 0355F FIRM PROGRAM ZONE A FLOOD INSURANCE RATE MAP LAUREL ROAD CONTRA COSTA COUNTY, CALIFORNIA UNION PACIFIC RAILROAD WINCHESTER DRIV AND INCORPORATED AREAS ZONE X NATIONAL FLOOD INSURANCE PANEL 355 OF 602 (SEE MAP INDEX FOR FIRM PANEL LAYOUT) CITY OF ANTIOCH CITY OF OAKLEY COMMUNITY ANTIGOH CITY OF BRENTWOOD, CITY OF CONTRA COSTA COUNTY OAKLEY, CITY OF 1% ANNUAL CHANCE FLOOD DISCHARGE ZONE CONTAINED IN CULVERT ZONE X CARPENTER ROAD MAP NUMBER 06013C0355F LINDSAY DETENTION BASIN' **EFFECTIVE DATE** HS3628 JUNE 16, 2009 Federal Emergency Management Agency City of ZONE Antioch 060026 This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map aloas not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information above National Flood insurance Program flood maps check the FEMA Flood Map Store at www.msc. fema go

Figure 3
FEMA Flood Insurance Rate Map

A seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir, whose destructive capacity is not as great as that of tsunamis. Seiches are known to have occurred during earthquakes, but none have been recorded in the Bay Area. In addition, the project is not located near a closed body of water. Therefore, risks from seiches and adverse impacts would not result. Mudflows typically occur in mountainous or hilly terrain. Given the existing and proposed flat topography of the project site, risks from mudflows and adverse impacts would not result. Therefore, potential impacts resulting from tsunamis, seiches, or mudslides would be *less than significant*.

Issues		Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less- Than- Significant Impact	No Impact
	LAND USE AND PLANNING. Would the project:	П	П	×	П
;	a. Physically divide an established community?			•••	_
!	b. Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	Ц	Ц	*	
•	c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?			*	

- a. The proposed project involves the construction of a self-storage facility, office and manager's residence. The project is located to the west of Neroly Road, near the intersections of Omega Lane and Placer Drive with Neroly Road. The project does not include any improvements to Neroly Road that would alter circulation or create a barrier between parts of the community. The project site is currently vacant, with SP Railway tracks to the west, vacant land beyond the tracks and SR 4 further to the west. Therefore, the proposed project would not be located between communities in such a way as to create a barrier or divide established communities. As a result, the proposed project would have a *less-than-significant* impact.
- b. The proposed project includes a request for a General Plan Amendment (GPA 04-16) to amend the land use designation from Single-Family Low Density (SL) to Commercial (CO), as well as Rezone (RZ 06-16) from unzoned to Planned Development (P-1). The project site is a vacant strip of land west of Neroly Road and east of the SP Railway tracks. While the proposed project is requesting a General Plan Land Use amendment the project is consistent with Goals within the General Plan Economic Development Element which encourages the expansion of Oakley's economic base, in Goal 5.1, and seeks to establish a diverse and balanced economy in Oakley, in Goal 5.2. The proposed project adds a new business to the Oakley area, which would provide an employment resource for the area and may help to expand the City of Oakley's economy. Should the City Council amend the land use designation to Commercial, the proposed project would not conflict with any applicable land use plans, policies, or regulations and would result in a *less-than-significant* impact.

c. The ECC HCP/NCCP was approved in August 2007 and the City of Oakley approved the implementing ordinance on November 13, 2007. The project is within the City and, therefore, is included in the HCP. In compliance with the implementing ordinance, the proposed project would be required to comply with the HCP conservation strategies. Mitigation Measures IV-1 through IV-5 would ensure that the proposed project fulfills all requirements of the ECCC HCP/NCCP. Therefore, the proposed project would not conflict with the adopted HCP and a *less-than-significant* impact would occur.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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?				×
<ul> <li>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?</li> </ul>				×

a,b. The City of Oakley General Plan Background Report states that the only mineral resource currently mined in the City of Oakley is sand. The project site is currently vacant land between Neroly Road to the east and Southern Pacific Railway tracks to the west. Currently mining of sand does not occur at the project site and much of the adjacent land is developed for residential uses, which would be incompatible with mining activities. The proposed project would not result in the loss of availability of a known mineral resource or a locally important mineral recovery site; therefore, the proposed project would have *no impact* to mineral resources.

Issues	Potentially Significant Impact	Less-Than- Significant With Miligation 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?			×	
<ul> <li>Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</li> </ul>			×	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			×	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			×	
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?				×
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?				*

a,c. The City of Oakley General Plan Policy 9.1.5 states that noise levels resulting from transportation noise sources shall be maintained at or below 65 dBA Ldn at residential outdoor use areas. Such residential areas exist opposite the proposed project site, across Neroly Road, as well as to the north of the project site. Table 9-6 of the General Plan indicates that predicted ambient noise levels at General Plan buildout along Neroly Road in the vicinity of the proposed project range from 60 to 59.4 dB. Therefore, under current buildout scenarios, the sensitive receptors near the proposed project site would not be subject to noise in excess of City of Oakley standards. The predicted ambient noise level is based off of the projected land uses and the projected traffic levels in the area. The proposed project would involve the development of the project site for a self-storage facility, rather than the single-family residences assumed in the General Plan buildout

scenarios. However, as discussed in the Transportation/Traffic section of this IS/MND the proposed project is not anticipated to generate excess traffic or significantly impact projected traffic levels for the area. Additionally, the operation of self-storage facilities is not typically associated with large levels of noise production, and the operational noise produced by the self-storage facility would not be expected to significantly impact the nearby neighborhoods by generating noise in excess of the 65 dB Ldn standard. Notwithstanding the difference in land use, the proposed self-storage facility would not be anticipated to significantly change the buildout noise level range of the project area. Therefore, the proposed project is not expected to expose sensitive receptors to noise levels in excess of local standards or create an increase in ambient noise levels, and as a result the proposed project would result in a *less-than-significant* impact

b. Groundborne vibration would be generated during construction of the proposed project. Residential land uses to the north and west of the project site would be sensitive to excessive vibrations caused by construction. For structural damage, the California Department of Transportation (Caltrans) uses a vibration limit of 0.5 inches/second, peak particle velocity (in/sec, PPV), for buildings structurally sound and designed to modern engineering standards; 0.2 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern; and a conservative limit of 0.08 in/sec PPV for historic buildings or buildings that are documented to be structurally weakened. All surrounding structures are assumed to be structurally sound, but damage would be a concern so the 0.2 in/sec PPV will be used as a threshold of significance for structural damage. The threshold of 0.2 in/sec PPV is also used by Caltrans as the threshold for human annoyance caused by vibration. Therefore, activities creating vibrations exceeding 0.2 in/sec PPV would impact sensitive receptors in nearby residences. 10 Table 4 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet.

Vibration S	Table 4 Source Levels for Construction Equipment
To the first control was a first to be to a reconstruction of the control of the first to the first of the control of the cont	PPV at 25 ft (in/sec)
Vibratory Roller	0.210
Large Bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003
Source: Caltrans, Transpor 2013.	tation and Construction Vibration: Guidance Manual. September

Project construction activities, such as drilling, the use of jackhammers, and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate groundborne vibration in the immediate vicinity.

<sup>&</sup>lt;sup>10</sup> Caltrans. Transportation and Construction Vibration Guidance Manual, September 2013.

As shown in Table 4, jackhammers typically generate vibration levels of 0.035 in/sec PPV, while drilling typically generates vibration levels of 0.09 in/sec PPV, and the strongest source of vibrations, vibratory rollers, generates vibration levels of 0.21 in/sec PPV all at a distance of 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. It is important to note that groundborne vibrations dissipate with distance. The closest residential structures to the project site are at least 75 feet away. Therefore, the PPV experienced at any of the residences would be reduced from the PPV's reported in Table 4. The Caltrans Transportation and Construction Vibration Guidance Manual provides a formula for estimating vibration dissipation with distance. 11 Calculations were completed to determine the maximum vibration caused by the construction activities using the Caltrans formula. Because the Vibratory Roller would be the most intense possible source of vibrations, the reference PPV of 0.210 in/sec was used for the calculations. At a distance of 75 from the project site any sensitive receptors would receive 0.063 in/sec PPV from the use of a Vibratory Roller, which is well below the 0.2 in/sec PPV significance threshold used for this analysis. Consequently, vibration generated by construction activities associated with the proposed project are not expected to be perceptible at nearby residences, and the construction-generated vibrations would not be expected to result in structural damage to such residences.

The nearest vibration-sensitive receptors would be the existing residences surrounding the project site. The primary vibration-generating activities associated with development of the proposed project would occur during grading, placement of infrastructure, and construction of foundations. Vibration generated by such construction activities would not be expected to result in architectural damage to the nearby residential structures. Furthermore, construction is temporary and construction equipment would operate intermittently throughout the course of a day, would be restricted to daytime hours per the City of Oakley Municipal Code Section 4.2.208, and would likely only occur over portions of the improvement area at a time.

Therefore, the project would not involve the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels resulting in a *less-than-significant* impact.

d. Construction of the project would also result in temporarily increased noise levels from grading, and construction activities on the project site. Construction noise would include mechanical equipment such as earthmovers, dump trucks, and similar equipment during grading, the delivery of construction materials, construction of foundations, framing, roofing, and similar operations. Construction activity would likely only occur over portions of the improvement area at a time.

<sup>&</sup>lt;sup>11</sup> PPV<sub>Equipment</sub>=PPV<sub>Reference</sub>(25/D)<sup>1.1</sup>

Where: D = distance from equipment to the receiver in feet (assumed to be 75 feet)

PPV<sub>Ref</sub> = reference PPV at 25 feet (from Table 4)

Source: Caltrans. Transportation and Construction Vibration Guidance Manual [p. 37]. September 2013.

Because noise levels dissipate with distance from the source, noise levels received by the surrounding sensitive receptors would fluctuate depending on the distance of the noise source on the project site from the fixed location of the receptor. Although construction activities would only occur for a limited duration, project construction activities could generate noise that would result in temporary increases in noise levels in the project vicinity. Based on the Federal Highway Administration's Construction Noise Handbook, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet. 12 The nearest sensitive receptors to the construction noise would be the residences to the east and north of the project site at least 75 feet away. Maximum noise levels at the nearest sensitive receptor would be 86.5 dB, assuming direct transmission from the source to the receptor with no noise screening structures in between, 13 However, a sound wall exists along the entire stretch of Neroly Road across from the project site. Currently blocks noise from traffic on Neroly Road, and would also block noise from construction activity, thereby reducing the maximum noise levels below the 86.5 dB level presented above. The Federal Highway Administration's Noise Barrier Design Handbook indicates that noise barrier effectiveness varies based on materials used as well as design aspects of the barrier such as barrier height and shape. Given that the existing sound wall is approximately six feet tall and is of sound construction the noise reduction would be 5-10 dB for noise moving over the top of the wall, and between 40-20 dB reduced for noise moving through the wall, which would result in a perceptible reduction of sound energy and noise levels reaching the nearby sensitive receptors. 14 Additionally, construction of the proposed project would be subject to the City of Oakley Municipal Code's Noise Control Chapter. Specifically, construction near residential areas is limited to between 7:30 AM and 7:00 PM Monday through Friday, and between 9:00 AM and 7:00 PM on Saturdays, Sundays, and holidays. Because the proposed project would adhere to the City of Oakley Municipal Code Noise Control Chapter, noise generated by the project would be allowable under the Municipal Code and the project would not result in a substantial increase in the ambient noise levels existing without the project. Therefore, the proposed project would result in a less-than-significant impact.

e,f. The project site is not located near an existing airport or private airstrip and is not within an area covered by an existing airport land use plan. Therefore, the proposed project would have **no impact**.

<sup>&</sup>lt;sup>12</sup> Federal Highway Administration. Highway Traffic Noise: Construction Noise Handbook. Updated November 30, 2015.

<sup>&</sup>lt;sup>13</sup> Engineering Page. *Noise Attenuation by Distance (Point Source)*. Accessible at http://www.engineeringpage.com/cgi-bin/noise/dis\_one.pl. Accessed on June 9, 2016.

<sup>&</sup>lt;sup>14</sup> U.S. Department of Transportation. Federal Highway Administration. *Noise Barrier Design Handbook*. Available at http://www.fhwa.dot.gov/environment/noise/noise\_barriers/design\_construction/design/design03.cfm. Accessed on June 6, 2016.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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 (e.g., through projects in an undeveloped area or extension of major infrastructure)?	[]		×	
<ul> <li>Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</li> </ul>				×
<ul> <li>Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</li> </ul>				×

- The proposed project would only construct one housing unit for the on-site a. manager, and would not be expected to induce significant population growth in the area. The construction of a self-storage facility would add a new business to the area. However, the self-storage facility would be expected to be used predominantly by existing residents and businesses, and would not be anticipated to attract new residents or lead to population growth. The project site is adjacent to existing single-family residences to the east and although the land to the west and south of the project site is currently vacant, the City of Oakley has zoned the area for future development. Furthermore, the City of Oakley's General Plan anticipated buildout of the site for housing given the site's designation as SL. Developing the site as a self-storage facility rather than single-family residences would, in fact, reduce the amount of anticipated induced population growth. Therefore, completion of the project would not induce population growth beyond the growth anticipated by the General Plan and would result in a lessthan-significant impact.
- b,c. Structures do not currently exist on the project site, and the project does not involve displacement of existing housing or people. Therefore, the project would result in *no impact*.

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

- Fire protection is currently provided to the City of Oakley by the ECCCFPD. A a. new fire station was built to accommodate increased demand, staffing and equipment in 2010. With the completion of the new fire station the City of Oakley General Plan anticipates fire service to be adequate for the City. The proposed project would be subject to the fire facilities impact fees established by the City of Oakley Municipal Code Section 9.2.502. Payment of the required impact fee would mitigate any potential impacts caused by increased demands on fire services that may result from the proposed project, and ensure that the project conforms with the City of Oakley's General Plan Policy 4.4.2. Additionally, the proposed project does not include any alterations to the circulation system of the surrounding area, which could conflict with the City of Oakley's General Plan Policy 4.4.4, or lead to a degradation in response times. Given the payment of fees in accordance with City of Oakley Municipal Code guidelines the proposed project is not expected to cause significant degradation to response times or service rations, which would induce the need for physically altered or expanded governmental facilities and the project would, therefore, result in a less-thansignificant impact.
- b. Police protection is currently provided to the City of Oakley by the Oakley Police Department and the Contra Costa County Sheriff's Office. The Oakley 2020 General Plan *Background Report* indicated that in 2000-2001 the Police Department had an officer-to-population ratio of .07 officers per 1,000 residents. The proposed project would involve the construction and operation of a self-storage facility with a manager's residence on-site. The self-storage facility would

<sup>&</sup>lt;sup>15</sup> City of Oakley. Oakley 2020 General Plan Background Report. [p. 5-6]. September 2001.

not be expected to generate a significant increase in police service demand, given the nature of the commercial use, nor would the project significantly alter the officer to resident ratio. Indeed, the increase in demand for police services would most likely be less for a self-storage facility than if the project site was developed in accordance with its current General Plan Land Use designation of SL, because residences typically generate a higher demand for police services than self-storage facilities. Nevertheless, police service demand from residential development at the project site would have been included in City of Oakley's demand predictions based on anticipated General Plan buildout. In addition, the project would be conditioned to participate in the funding of the City's Special Police Services Tax by voting to approve the special tax for the parcel. Therefore, the proposed project would create a demand equal to or less than that anticipated for the site and would not induce the need for physically altered or expanded governmental facilities. Therefore, the proposed project would result in a *less-than-significant* impact.

- The Oakley Unified School District and the Antioch Unified School District provide C. public educational services to the City of Oakley. The project site is within the limits of the Antioch Unified School District, and as a result, any required development fees would be paid to the Antioch Unified School District. Pursuant to Government Code Section 65995 et. seg. and Education Code Section 17620 et. seq., the Antioch Unified School District requires developer fees to be paid at the rate of \$0.54 per square foot of Commercial-Industrial Development, and \$3.36 per square foot of residential development. The proposed project would be required to pay such fees for both the self-storage commercial space and office, as well as the manager's residence. Payment of the impact fees would sufficiently mitigate any potential impacts on public schools in the area. Additionally, the on-site manager's residence that would be constructed as part of the project is not expected to require physical expansion or alteration of any existing public school facilities, and therefore, the proposed project would result in a less-than-significant impact.
- d. The proposed project involves the construction of a self-storage facility, office, and manager's residence. The commercial aspects of the project, the self-storage facility and office, would not be expected to generate impacts on parks. The increase in residents induced by the construction of the manager's residence could lead to a slight increase in park use in the area; however, the small number of potential residents would make the project unlikely to generate the need for new or expanded park facilities. Nevertheless, development fees would be applied to the proposed project in accordance with the City of Oakley Municipal Code Section 9.2.2. Payment of required development fees would ensure that the proposed project would not reduce performance objectives requiring new or expanded park facilities resulting in a *less-than-significant* impact on public parks.

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

a-b. The proposed project involves the construction of a self-storage facility, office, and manager's residence. The commercial aspects of the project, the self-storage facility and office, would not be expected to generate impacts on parks. The increase in residents induced by the construction of the manager's residence could lead to a slight increase in park use in the area; however, the small number of potential residents makes the project unlikely to substantially increase the use of existing parks or lead to accelerated physical deterioration of the facilities. The proposed project does not include the construction of recreational facilities and the small number of residences would again be unlikely to impact existing facilities. Therefore, the proposed project would be unlikely to increase the use of existing recreational facilities leading to substantial physical deterioration or the need to expand recreational facilities and the proposed project would result in a *less-than-significant* impact on recreation.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:	_			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			×	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			*	
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?			*	
d. Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			×	
e. Result in inadequate emergency access?			×	
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	L	LJ	•	L.J

a,b. The proposed project includes the construction of a 107,758 sf self-storage facility accessed by Neroly Road. Significant nearby roadways that would provide access to Neroly Road include Laurel Road and Main Street. The City of Oakley General Plan establishes a Level of Service (LOS) standard of D for signalized intersections during peak periods. The General Plan EIR indicates that any project which would reduce a LOS of a City intersection to below the acceptable LOS (D) during peak hours, would be interpreted as having a substantial impact on circulation. To determine whether or not the proposed project would exceed the City's impact threshold the daily vehicle trips induced by the proposed project were estimated using trip rates for mini-warehouse facilities and the manager's single-family residence from the Institute of Traffic Engineer's (ITE) *Trip Generation Handbook*. The project was estimated to create a total of 279 Daily trips, with 16 of those trips occurring in the AM peak traffic hour and 29 of the total trips occurring during the PM peak hour. The relatively small number of

<sup>&</sup>lt;sup>16</sup> Institute of Transportation Engineers. *Trip Generation Handbook – 9th Edition*. September 2012.

peak hour trips would not be expected to degrade any of the nearby intersections to unacceptable levels during peak hours. Additionally, the 279 estimated daily trips would not be considered substantial in relation to existing or future traffic in the area. Indeed, Table 2 of the City of Oakley General Plan Background Report, Existing Roadway Levels of Service, indicates that Neroly Road South of Main Street currently saw a daily traffic volume of 17,400 vehicles in 2000. Moreover, Table 3-1 of the City of Oakley General Plan indicates that Neroly Road south of Main Street would have a future LOS of C or better with a daily volume of 19,900 and Neroly Road West of Laurel Road is anticipated by the City of Oakley a LOS of D with a daily volume of 15,300.

The General Plan traffic predictions were based off of General Plan Land Use designations for the planning area. The proposed project includes a General Plan amendment that would change the land use designation for the project site from single-family low density residential to commercial. The ITE estimates a residential development on the 4.7-acre project site would create 122 daily trips, with 12 AM peak hour trips and 17 PM peak hour trips. Because the proposed project would include changing the General Plan land use designation to a land use that would be expected to generate more daily trips, the proposed project would increase the amount of daily trips anticipated from the project site. However, given the year 2000 traffic levels available in the General Plan and the traffic volumes anticipated by the General Plan for area buildout, an increase of 157 daily trips, from the 122 anticipated by the single-family low density residential designation, would not be expected to significantly impact the traffic volumes in the area as sufficient capacity exists in surrounding roadways and the additional trips would be distributed over the entire circulation system in the area.

The City of Oakley General Plan applies all relevant measures from the Contra Costa Transportation Authority's Congestion Management Program through Goal 3.1 and Policy 3.1.2. The only road within the City of Oakley's planning area considered to be a Route of Regional Significance is Main Street. As discussed above, the proposed project would not lead to the deterioration of the LOS at the intersection of Neroly and Main Street.

Given the above discussion, the proposed project would not be expected to create a substantial traffic increase in relation to the existing road network, nor would the project be expected to exceed a LOS established by the County Congestion Management Plan. Therefore, the proposed project would result in a *less-than-significant* impact.

- c. The project site would not be located near an airport; therefore, the proposed project would not require any changes to existing regional air traffic activity and *no impact* would occur.
- d,e. The proposed project has been designed in compliance with City standards. Changes are not being made to the existing roadways, and the proposed project

is not expected to introduce design features that would be considered hazardous or incompatible uses. The proposed project would have one entrance point and three exit points on Neroly Road, which would provide sufficient emergency access to the site. As such, the project would not substantially increase hazards due to design features or incompatible uses, and emergency access to the site would be adequate; therefore, the project would result in a *less-than-significant* impact.

g. The proposed project would have access to the Tri Delta Transit system. Line 383 provides the closest service to the project site, with multiple stations within the City of Oakley, and major regional access would be provided by the Antioch Park & Ride (Hillcrest). The proposed project would not include alterations to the surrounding circulation system of the area, nor would the project interfere with current transit options available for the area. Additionally, the proposed project would not interfere with existing bicycle infrastructure. Therefore, the proposed project would not conflict with alternative transportation routes or policies resulting in a *less-than-significant* impact.

Issues	Potentially Significant Impact	Less-Than- Significant With Miligation Incorporated	Less-Than- Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				_
<ul> <li>a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</li> </ul>			×	
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?			×	
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?			*	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			×	
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?			*	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			×	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			×	

a,b,e. The Ironhouse Sanitary District (ISD) provides wastewater service to Oakley and unincorporated areas of the County. The City of Oakley is entirely within ISD's boundary. The wastewater services involve the transmission of wastewater from residential, commercial and light industry to a treatment facility and the final disposal of the wastewater and residual waste solids. ISD owns and operates the wastewater collection, treatment, storage, and effluent recycling facilities that serve the City of Oakley.

The proposed project would tie into the existing eight-inch sanitary sewer line located within Gold Run Drive, through a new sewer connector running from the proposed office and manager's residence under Neroly Road along Placer Drive

to the intersection of Placer Drive and Gold Run Drive. The proposed self-storage facility would generate minimal wastewater, primarily associated with the small office and on-site manager's unit. The minimal wastewater associated with the proposed project can be accommodated within the existing ISD systems. In addition, the project would be required to pay the necessary sewer connection and capacity fees. Therefore, the proposed project would not require the construction of new wastewater treatment facilities or expansion of existing facilities. Therefore, a *less-than-significant* impact to wastewater treatment facilities would occur.

- c. As discussed in the Hydrology section of this IS/MND the proposed project would include a bioretention basin designed to exceed the minimum volume requirements to treat runoff created by proposed impervious surfaces. The bioretention basin would treat stormwater and allow for runoff to infiltrate the soil. Any excess stormwater would be transferred to existing stormwater infrastructure on Neroly Road through a new storm drain pipe. Because the SWCPs have been designed in accordance with the Countywide NPDES permit and C.3 Standards, a *less-than-significant* impact would occur related to stormwater runoff.
- d. Water is provided to the project site by the Diablo Water District (DWD). According to the DWD Final 2010 Urban Water Management Plan, water demand and connection projections for DWD are based on buildout land uses in current adopted general plans. Over the period from 2010 to 2035, DWD's demand is estimated to increase from 1,815 MG per year to 5,572 MG per year. DWD's primary water supply for its distribution system is treated surface water from the Bureau of Reclamation's Central Valley Project (CVP) purchased from the Contra Costa Water District (CCWD). CVP water is conveyed through the Contra Costa Canal and treated at the Randall-Bold Water Treatment Plant in Oakley, which is jointly owned by DWD and CCWD. DWD has developed a groundwater supply system that provides additional supply reliability. The first groundwater well came online in 2006. When fully implemented, groundwater may comprise up to 20 percent of DWD's total supply. As indicated in the Urban Water Management Plan, DWD has adequate supply sources to meet future needs under normal year, single year and multi-year drought conditions.

The proposed project would tie into the existing 8-inch water main in Neroly Road. The proposed self-storage facility would generate minimal water use, primarily associated with the small office, on-site manager's unit and landscaping. The amount of water used would be less than the amount used if the project site was developed in accordance with the current General Plan Land Use designation of SL. Consequently, the proposed project would use less water than the demand anticipated for the site by DWD, which used the General Plan build out land uses to estimate future water demand. Thus, the minimal water use associated with the proposed project can be accommodated within the existing DWD systems. In addition, the project would be required to pay the

necessary water connection and capacity fees. Therefore, the proposed project would result in a *less-than-significant* impact.

f,g. Solid waste collected by Oakley Disposal in the City limits of Oakley is hauled to the recycling Center and Transfer Station in Pittsburg, which is operated by Contra Costa Waste Service. Residential, commercial, and industrial waste is processed at this transfer facility and the residual material is hauled to Potrero Hills Landfill (PHLF) outside Suisun City. PHLF is permitted to accept waste through 2048. Oakley Disposal Service provides weekly curbside recycling service whereby each residential customer is provided two 12-gallon crates for discarding recyclables. Green waste service is provided on a bi-weekly basis. The curbside material is transported to the Concord Facility (Mt. Diablo Recycling) where the recyclables are sorted and moved to the appropriate markets for processing, composting, etc. The proposed self-storage facility and manager's residence can be accommodated within the existing solid waste facilities and will comply with all the required local and state regulations; therefore, a *less-than-significant* impact would result

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XVIII. 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?			*	
<ul> <li>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)?</li> </ul>			×	
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			×	

- a. Although relatively unlikely, based upon the current land cover types found onsite, special-status wildlife species and/or federally- or state-protected birds not covered under the ECCCHCP could be occupying the site. In addition, although unlikely, the possibility exists for subsurface excavation of the site during grading and other construction activities to unearth deposits of cultural significance. However, this IS/MND includes mitigation measures that would reduce any potential impacts to less-than-significant levels. Therefore, the proposed project would have *less-than-significant* impacts related to degradation of the quality of the environment, reduction of habitat, threatened species, and/or California's history or prehistory.
- b. The proposed project in conjunction with other development within the City of Oakley could incrementally contribute to cumulative impacts in the area. However, mitigation measures for all potentially significant project-level impacts identified for the proposed project in this IS/MND have been included that would reduce impacts to less-than-significant levels. As such, the project's incremental contribution towards cumulative impacts would not be considered significant. In addition, all future discretionary development projects in the area would be required to undergo the same environmental analysis and mitigate any potential impacts, as necessary. Therefore, the proposed project would not have any

- impacts that would be cumulatively considerable, and impacts would be *less* than significant.
- c. The potential impacts identified in this study are minor and would be mitigated to a less-than-significant level with implementation of required mitigation measures. The proposed project would not result in a substantial adverse effect on human beings, either directly or indirectly. Therefore, impacts related to environmental effects that could cause adverse effects on human beings would be *less than significant*.

# **APPENDIX A**

Air Quality and Greenhouse Gas Modeling Results

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# Acorn Self Storage Bay Area AQMD Air District, Annual

# 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	105.54	1000sqft	2.42	105,537.00	0
Parking Lot	7.00	Space	0.06	2,700.00	0
Single Family Housing	1.00	Dwelling Unit	0.32	1,800.00	3

## 1.2 Other Project Characteristics

Urbanization	
--------------	--

Urban

Wind Speed (m/s)

2.2

Precipitation Freq (Days)

64

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Climate Zone

4

Operational Year

2018

**Utility Company** 

Pacific Gas & Electric Company

CO2 Intensity (ib/MWhr)

414.88

CH4 Intensity (ib/MWhr)

0.029

N2O Intensity (lb/MWhr)

0.006

#### 1.3 User Entered Comments & Non-Default Data

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Project Characteristics - CO2 intensity factor adjusted based on PG&E's anticipated progress towards statewide RPS goals

Land Use - Site Plan

Construction Phase - based on information provided by applicant

Trips and VMT - based on information provided by applicant

Grading - based on information from applicant

Vehicle Trips - ITE Generation Rates Mini-Warehouse

Energy Use - Applicant Information

Construction Off-road Equipment Mitigation - Information from Applicant

Mobile Land Use Mitigation -

Energy Mitigation - Applicant Information

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tbiConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	10.00	131.00
tblConstructionPhase	NumDays	220.00	131.00
tblConstructionPhase	NumDays	6.00	67.00
tblConstructionPhase	NumDays	10.00	132.00
tblConstructionPhase	NumDays	3.00	5.00
tblConstructionPhase	PhaseEndDate	12/17/2018	6/29/2018
tblConstructionPhase	PhaseStartDate	6/16/2018	12/29/2017
tblGrading	AcresOfGrading	33.50	6.00
tblGrading	AcresOfGrading	7.50	0.00
tblGrading	MaterialImported	0.00	5,333.00
tblLandUse	LandUseSquareFeet	2,800.00	2,700.00
tbiProjectCharacteristics	CO2IntensityFactor	641.35	414.88
tblProjectCharacteristics	OperationalYear	2014	2018

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tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblVehicleTrips	ST_TR	2.59	2.50
tblVehicleTrips	ST_TR	10.08	9.52
tblVehicleTrips	SU_TR	2.59	2.50
tblVehicleTrips	SU_TR	8.77	9.52
tblVehicleTrips	WD_TR	2.59	2.50
tblVehicleTrips	WD_TR	9.57	9.52

# 2.0 Emissions Summary

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#### 2.1 Overall Construction

### **Unmitigated Construction**

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2,5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Year					ton	s/yr							MT	/yr		
2017	0.2433	2.2543	1,7147	2,2600e- 003	0.2205	0.1315	0.3521	0.1154	0.1214	0,2368	0.0000	203.5617	203.5617	0.0566	0.0000	204.7502
2018	1.4570	1.4667	1.3417	2.3000e- 003	0.0373	0,0864	0.1237	0,0101	0,0831	0.0932	0.0000	190.7874	190.7874	0,0301	0.0000	191.4201
Total	1.7003	3.7209	3.0564	4.5600e- 003	0.2578	0.2179	0.4757	0.1254	0.2045	0.3300	0.0000	394,3491	394.3491	0.0867	0.0000	396.1703

### **Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year					tor	is/yr	la de la compania de	n Programa November (1980)	e okonik kino		i solvato Vie do		M <sup>*</sup>	Г/уг		
2017	0.0986	1.8043	1.5664	2.2600e- 003	0.2205	0.0604	0.2809	0.1154	0,0604	0,1757	0,0000	203.5615	203.5615	0.0566	0.0000	204.7499
2018	1.3276	1.4520	1.3210	2.3000e- 003	0.0373	0,0566	0.0939	0.0101	0.0565	0.0666	0.0000	190.7872	190.7872	0.0301	0.0000	191.4199
Total	1.4262	3.2563	2.8874	4,5600e- 003	0.2578	0,1170	0.3749	0.1254	0.1169	0.2423	0.0000	394.3487	394.3487	0.0867	0.0000	396.1699
	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	16.12	12.49	5.53	0.00	0.00	46.29	21.20	0.00	42.85	26.56	0.00	00,0	0.00	00,00	0.00	0.00

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# 2.2 Overall Operational

# **Unmitigated Operational**

	ROG	NÓX	CÓ	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr				AT 188 S. C. LON			ТМ	/yr		
Area	0.4930	2,2000e- 004	0.0187	1.0000e- 005		1.5200e- 003	1.5200e- 003		1.5200e- 003	1.5200e- 003	0.1557	0,0529	0.2086	3.6000e- 004	1.0000e- 005	0.2186
Energy	2.2700e- 003	0.0205	0,0166	1.2000e- 004		1.5700e- 003	1.5700e- 003		1.5700e- 003	1.5700e- 003	0.0000	100.6807	100.6807	5.9000e- 003	1,5400e- 003	101.2829
Mobile	0,1633	0,4289	1.7901	4.1900e- 003	0.2945	5.8800e- 003	0.3004	0.0790	5.4100e- 003	0.0844	0.0000	312.9432	312.9432	0.0122	0.0000	313.1994
Waste	21 21 21 21	t i i	1 1 1 1	, , , , , , , , , , , , , , , , , , ,	  - 	0.0000	0.0000		0.0000	0.0000	20.3945	0.0000	20,3945	1.2053	0.0000	45.7054
Water	n n n	1 1 1 1	1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0.0000	0.0000		0.0000	0.0000	7.7636	24.9456	32.7092	0.7991	0.0192	55.4398
Total	0.6585	0,4496	1.8253	4.3200e- 003	0.2945	8.9700e- 003	0.3034	0.0790	8.5000e- 003	0.0875	28.3138	438.6224	466.9362	2.0229	0.0207	515.8461

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# 2.2 Overall Operational

# Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Area	0.4864	1.0000e- 004	8.5300e- 003	0.0000		5.0000e- 005	5.0000e- 005		5.0000e- 005	5.0000e- 005	0,000,0	0.0882	0.0882	2,0000e- 005	0.0000	0.0890
Energy	1.6100e- 003	0.0146	0.0117	9.0000e- 005	,	1.1100e- 003	1.1100e- 003		1.1100e- 003	1.1100e- 003	0.0000	91.6851	91.6851	5.6000e- 003	1.3900e- 003	92.2329
Mobile	0.1633	0.4289	1,7901	4.1900e- 003	0.2945	5.8800e- 003	0.3004	0.0790	5.4100e- 003	0,0844	0.0000	312.9432	312.9432	0.0122	0.0000	313,1994
Waste	11   1   1   1   1   1   1   1   1   1		1 1 1 1	1 1 1 1 1 1		0,0000	0,000		0.0000	0.0000	20.3945	0.0000	20.3945	1,2053	0.0000	45.7054
Water	is I		1 1 1 1 1	1 1 1 1	; ; ; ;	0,0000	0,000,0	 	0.0000	0.0000	7.7636	24.9456	32.7092	0.7990	0.0192	55.4274
Total	0.6513	0.4435	1.8103	4.2800e- 003	0.2945	7.0400e- 003	0.3015	0.0790	6.5700e- 003	0.0856	28.1581	429.6620	457.8201	2.0221	0.0206	506.6540

e regaligación de la la la la la la la la la la la la la	ROG	NOx	9	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2,5 Total	Blo-CO2	NBIo-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	1.09	1.35	0.82	0.93	0.00	21.52	0.64	0.00	22.71	2.20	0.55	2.04	1.95	0.04	0.92	1.78

# 3.0 Construction Detail

**Construction Phase** 

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/6/2017	3/10/2017	5	5	
2	Grading	Grading	3/11/2017	6/13/2017	5	67	+ - +
3	Paving	Paving	6/14/2017	12/14/2017	5	132	
4	Building Construction	Building Construction	12/15/2017	6/15/2018	5	131	
5	Architectural Coating	Architectural Coating	12/29/2017	6/29/2018	5	131	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 3,645; Residential Outdoor: 1,215; Non-Residential Indoor: 158,427; Non-Residential Outdoor: 52,809 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Cement and Mortar Mixers		8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1.	8.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

# Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	667.00	12.40	7.30	0.50	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	12,40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	46.00	18.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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# 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Clean Paved Roads

# 3.2 Site Preparation - 2017

**Unmitigated Construction On-Site** 

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category		91.001.001.00	8000 BUS		ton	s/yr							Mi	Γ/yr		
Fugitive Dust	21 21		1	1 1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0,,-1,000	6.3200e- 003	0.0716	0.0428	6.0000e- 005		3.4900e- 003	3.4900e- 003		3.2100e- 003	3.2100e- 003	0,000,0	5.5326	5.5326	1.7000e- 003	0.0000	5,5682
Total	6.3200e- 003	0.0716	0,0428	6.0000e- 005	0.0000	3.4900e- 003	3.4900e- 003	0.0000	3.2100e- 003	3.2100e- 003	0,0000	5.5326	5,5326	1.7000e- 003	0.0000	5.5682

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# 3.2 Site Preparation - 2017 <u>Unmitigated Construction Off-Site</u>

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							ТМ	/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.000.0	0.0000	0.0000	0.0000	0000,0	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0,0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e- 005	1.0000e- 004	9.5000e- 004	0,000,0	1.8000e- 004	0.0000	1.8000e- 004	5.0000e- 005	0.0000	5.0000e- 005	0.0000	0.1584	0.1584	1.0000e- 005	0.000.0	0,1585
Total	7.0000e- 005	1.0000e- 004	9.5000e- 004	0.0000	1.8000e- 004	0.0000	1.8000e- 004	5.0000e- 005	0.0000	5.0000e- 005	0.0000	0.1584	0.1584	1.0000e- 005	0.0000	0.1585

# Mitigated Construction On-Site

	ROG	NOX	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N20	CO2e
Category					ton	s/yr							MT	T/yr		
Fugitive Dust			: : :	1 1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8300e- 003	0.0487	0.0366	6.0000e- 005	, : : :	1.3400e- 003	1.3400e- 003	 	1.3400e- 003	1.3400e- 003	0,0000	5.5325	5.5325	1.7000e- 003	0,000,0	5.5681
Total	1.8300e- 003	0.0487	0.0366	6.0000e- 005	0.0000	1,3400e- 003	1.3400e- 003	0.0000	1.3400e- 003	1.3400e- 003	0.000.0	5.5325	5,5325	1,7000e- 003	0.0000	5.5681

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# 3.2 Site Preparation - 2017

### Mitigated Construction Off-Site

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category				5) (5) (5) (6)	ton	s/yr	(S) (10) (20) (2) (F) (S) (S) (1)			(5) (5) (6) (6)	yang salasi Basa Basa		М	7/yr		900 000 000
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,000,0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2 0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000
Worker	7.0000e- 005	1.0000e- 004	9.5000e- 004	0.0000	1.8000e- 004	0.0000	1.8000e- 004	5.0000e- 005	0.0000	5.0000e- 005	0.0000	0.1584	0.1584	1.0000e- 005	0.0000	0.1585
Total	7.0000e- 005	1.0000e- 004	9,5000e- 004	0.0000	1.8000e- 004	0.0000	1.8000e- 004	5.0000e- 005	0.0000	5.0000e- 005	0.0000	0.1584	0.1584	1.0000e- 005	0.0000	0.1585

# 3.3 Grading - 2017

# **Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category			0.000		ton	s/yr		19 (2) (3) (8) (3) (3) (5) (5)			8 (5) (3) (3) 6 (5) (5) (6)		MT	/yr		
Fugitive Dust	1 1 1		i I I	; ;	0.2052	0.0000	0.2052	0,1113	0,0000	0.1113	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off⊬Road	0.0904	0.9434	0.6354	6.9000e- 004	! ! ! !	0.0521	0.0521	1 1 1 1	0.0479	0.0479	0.0000	63.9594	63.9594	0.0196	0.0000	64.3710
Total	0.0904	0.9434	0.6354	6.9000e- 004	0.2052	0.0521	0.2573	0.1113	0,0479	0.1592	0.0000	63.9594	63.9594	0.0196	0.0000	64,3710

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3.3 Grading - 2017
<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Hauling	3.7200e- 003	9.2300e- 003	0.0608	1.0000e- 005	1.5000e- 004	5.0000e- 005	1.9000e- 004	4.0000e- 005	4.0000e- 005	8.0000e- 005	0.0000	1.0733	1.0733	2.0000e- 005	0.0000	1.0737
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e- 003	1.6500e- 003	0.0159	4.0000e- 005	3.0400e- 003	2.0000e- 005	3.0600e- 003	8,1000e- 004	2.0000e- 005	8.3000e- 004	0.0000	2.6527	2.6527	1.4000e- 004	0.000.0	2.6556
Total	4.8500e- 003	0.0109	0,0767	5.0000e- 005	3,1900e- 003	7.0000e- 005	3,2500e- 003	8,5000e- 004	6.0000e- 005	9,1000e- 004	0.0000	3.7260	3.7260	1.6000e- 004	0.0000	3.7293

### Mitigated Construction On-Site

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	7уг		
Fugitive Dust	() ()		: : :	I :	0.2052	0.0000	0.2052	0.1113	0.0000	0.1113	0.0000	0,000,0	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0238	0.6021	0.4500	6.9000e- 004		0.0178	0.0178		0.0178	0.0178	0.0000	63.9594	63.9594	0.0196	0.0000	64.3709
Total	0.0238	0.6021	0.4500	6.9000e- 004	0.2052	0.0178	0.2230	0.1113	0.0178	0.1291	0.0000	63.9594	63.9594	0.0196	0.0000	64.3709

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3.3 Grading - 2017

# Mitigated Construction Off-Site

	ROG	NOX	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	Γ/yr		
Hauling	3.7200e- 003	9.2300e- 003	0.0608	1.0000e- 005	1.5000e- 004	5.0000e- 005	1.9000e- 004	4.0000e- 005	4.0000e- 005	8.0000e- 005	0.0000	1.0733	1.0733	2.0000e- 005	0.0000	1.0737
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1300e- 003	1.6500e- 003	0.0159	4.0000e- 005	3.0400e- 003	2.0000e- 005	3,0600e- 003	8.1000e- 004	2.0000e- 005	8.3000e- 004	0,0000	2.6527	2,6527	1.4000e- 004	0.0000	2.6556
Total	4,8500e- 003	0.0109	0.0767	5.0000e- 005	3.1900e- 003	7.0000e- 005	3.2500e- 003	8.5000e- 004	6.0000e- 005	9.1000e- 004	0.0000	3,7260	3.7260	1,6000e- 004	0.0000	3.7293

3.4 Paving - 2017

## **Unmitigated Construction On-Site**

	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tons/yr						MT	7yr		
Off-Road	0,1083	1.0865	0.7957	1.1600e- 003	0.0675	0.0675	0.0622	0.0622	0.0000	106.4249	106.4249	0.0320	0.0000	107.0968
Paving	8.0000e-		i	(1   1   1   1   1   1   1   1   1   1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.1083	1.0865	0.7957	1.1600e- 003	0.0675	0,0675	0.0622	0.0622	0.0000	106.4249	106.4249	0.0320	0.0000	107.0968

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3.4 Paving - 2017
<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							רוא	ī/yr		
Hauling	0,0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3300e- 003	4,8700e- 003	0.0469	1.1000e- 004	8.9800e- 003	7.0000e- 005	9,0500e- 003	2.3900e- 003	7.0000e- 005	2.4500e- 003	0.0000	7.8393	7.8393	4.1000e- 004	0.0000	7.8479
Total	3,3300e- 003	4.8700e- 003	0.0469	1.1000e- 004	8,9800e- 003	7.0000e- 005	9.0500e- 003	2.3900e- 003	7.0000e- 005	2.4500e- 003	0,000,0	7,8393	7.8393	4.1000e- 004	0.0000	7,8479

# Mitigated Construction On-Site

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tons	/yr							MT	/yr		
Off-Road	0.0479	1.0166	0,8441	1.1600e- 003		0.0364	0.0364	; ; ;	0.0364	0.0364	0.0000	106.4247	106.4247	0.0320	0.0000	107.0966
Paving	8.0000e- 005		1 1 1 1	1 1 1 1 1 1	1 1 1 1	0.0000	0,0000	: : :	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0,0479	1.0166	0.8441	1,1600e- 003		0.0364	0.0364		0.0364	0,0364	0,000	106,4247	106,4247	0,0320	0.0000	107.0966

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3.4 Paving - 2017

<u>Mitigated Construction Off-Site</u>

320000000000000000000000000000000000000	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category		1 (j. 180) (j. 10) 1 (j. 180) (j. 180)			ton	s/yr		921 (80 (8) (8)					ľΩ	C/yr		
Hauling	0.0000	0.0000	0,0000	0,0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000
Vendor	0.0000	0.0000	0,000,0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3300e-	4.8700e- 003	0,0469	1.1000e- 004	8,9800e- 003	7.0000e- 005	9.0500e- 003	2.3900e- 003	7.0000e- 005	2.4500e- 003	0.0000	7.8393	7,8393	4.1000e- 004	0,0000	7.8479
Total	3.3300e- 003	4.8700e- 003	0.0469	1.1000e- 004	8.9800e- 003	7.0000e- 005	9,0500e- 003	2,3900e- 003	7.0000e- 005	2,4500e- 003	0.0000	7.8393	7.8393	4.1000e- 004	0.0000	7.8479

## 3.5 Building Construction - 2017

	ROG	NOx	co	SO2	Fugitive Exhaus PM10 PM10		Fugitive PM2.5	Exhaust PM2.5	PM2,5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tons/yr							MT	T/yr		
Off-Road	0.0183	0.1257	0.0894	1.4000e- 004	8.0400d 003	8,0400e- 003	L L L	7.7000e- 003	7.7000e- 003	0.0000	11.6498	11.6498	2.5900e- 003	0.0000	11.7042
Total	0.0183	0.1257	0,0894	1,4000e- 004	8.04006 003	8.0400e- 003		7.7000e- 003	7.7000e- 003	0.0000	11,6498	11.6498	2.5900e- 003	0.0000	11.7042

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# 3.5 Building Construction - 2017 <u>Unmitigated Construction Off-Site</u>

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2,5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr					(8) (3) (1) (1) (4) (4)		MT	7yr		
Hauling	0.0000	0.0000	0.000.0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1400e- 003	8.8900e- 003	0.0138	2.0000e- 005	6.4000e- 004	1.3000e- 004	7.7000e- 004	1.8000e- 004	1.2000e- 004	3,0000e- 004	0.0000	2.1048	2.1048	2.0000e- 005	0.0000	2.1052
Worker	8.5000e- 004	1.2400e- 003	0,0120	3.0000e- 005	2.2900e- 003	2.0000e- 005	2.3100e- 003	6.1000e- 004	2.0000e- 005	6,3000e- 004	0.0000	2.0034	2.0034	1.0000e- 004	0.0000	2.0056
Total	1.9900e- 003	0,0101	0.0257	5.0000e- 005	2.9300e- 003	1.5000e- 004	3,0800e- 003	7,9000e- 004	1,4000e- 004	9,3000e- 004	0.0000	4.1082	4.1082	1.2000e- 004	0.0000	4.1108

	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2,5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tons/yr			(i) 80 (i) (i)	33 (83 743 65) (83 83 74 65)			M٦	/yr		
SII-ROGG	5,1900e- 003	0.1097	0.0844	1.4000e- 004	4.4900e- 003	4.4900e- 003	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4.4900e- 003	4.4900e- 003	0.0000	11.6498	11.6498	2,5900e- 003	0.0000	11.7041
Total	5.1900e- 003	0.1097	0.0844	1.4000e- 004	4.4900e- 003	4.4900e- 003		4.4900e- 003	4.4900e- 003	0.0000	11.6498	11.6498	2,5900e- 003	0.0000	11.7041

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# 3.5 Building Construction - 2017 Mitigated Construction Off-Site

en vice vice vice vice vice vice vice vice	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							гм	7/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1400e- 003	8,8900e- 003	0.0138	2.0000e- 005	6.4000e- 004	1.3000e- 004	7.7000e- 004	1.8000e- 004	1.2000e- 004	3.0000e- 004	0.0000	2.1048	2,1048	2.0000e- 005	0.0000	2,1052
Worker	8,5000e- 004	1.2400e- 003	0.0120	3.0000e- 005	2.2900e- 003	2.0000e- 005	2.3100e- 003	6,1000e- 004	2.0000e- 005	6.3000e- 004	0.0000	2,0034	2.0034	1.0000e- 004	0.0000	2.0056
Total	1.9900e- 003	0.0101	0.0257	5.0000e- 005	2.9300e- 003	1.5000e- 004	3.0800e- 003	7.9000e- 004	1.4000e- 004	9.3000 <del>e</del> - 004	0,0000	4.1082	4.1082	1.2000e- 004	0.0000	4.1108

# 3.5 Building Construction - 2018 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2		xhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tons/yi	r					(2) (3) (3) (3) (3) (3)		MT	/yr		
Off-Road	0.1740	1.2336	0.9398	1.4900e- 003	1 1 2 1	0.0751	0,0751		0.0720	0.0720	0.000,0	126.1282	126.1282	0.0271	0.0000	126.6974
Total	0.1740	1.2336	0.9398	1.4900e- 003		0.0751	0.0751		0.0720	0.0720	0.0000	126.1282	126.1282	0,0271	0.0000	126.6974

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# 3.5 Building Construction - 2018 Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2,5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category				96 98 98	ton	s/yr							ΓM	7/yr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0111	0.0879	0.1398	2.6000e- 004	6.9500e- 003	1.2900e- 003	8.2400e- 003	1.9900e- 003	1.1900e- 003	3.1800e- 003	0.0000	22.5583	22.5583	1.7000e- 004	0.0000	22.5620
Worker	8.2800e- 003	0.0122	0.1168	3.0000e- 004	0.0250	1.9000e- 004	0.0252	6.6600e- 003	1.8000e- 004	6.8400e- 003	0.0000	21.0442	21.0442	1.0500e- 003	0.0000	21.0663
Total	0.0193	0,1001	0.2566	5.6000e- 004	0.0320	1,4800e- 003	0.0335	8.6500e- 003	1.3700e- 003	0.0100	0.0000	43,6025	43.6025	1.2200e- 003	0.0000	43.6283

	ROG	NOx	CO	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					tons/yr							MT	'/yr		
	0.0566	1,1964	0.9205	1.4900e- 003	0.0489	0.0489	1 1 1	0,0489	0.0489	0.0000	126.1280	126.1280	0.0271	0.0000	126.6973
Total	0.0566	1.1964	0.9205	1.4900e- 003	0.0489	0.0489		0.0489	0.0489	0.0000	126.1280	126,1280	0.0271	0,000,0	126.6973

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# 3.5 Building Construction - 2018 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							M	flyr		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000
Vendor	0.0111	0.0879	0.1398	2.6000e- 004	6.9500e- 003	1,2900e- 003	8.2400e- 003	1.9900e- 003	1.1900e- 003	3.1800e- 003	0.0000	22.5583	22.5583	1.7000e- 004	0.0000	22.5620
Worker	8.2800e- 003	0.0122	0.1168	3.0000e- 004	0,0250	1.9000e- 004	0.0252	6.6600e- 003	1.8000e- 004	6.8400e- 003	0.0000	21,0442	21.0442	1.0500e- 003	0.0000	21.0663
Total	0.0193	0.1001	0,2566	5.6000e- 004	0.0320	1,4800e- 003	0.0335	8.6500e- 003	1,3700e- 003	0.0100	0.0000	43.6025	43.6025	1.2200e- 003	0.0000	43,6283

# 3.6 Architectural Coating - 2017 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	co	SO2	Fugitive Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bìo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tons/yr							MΠ	T/y <b>r</b>		
Archit. Coating	9.5600e- 003				0.0000	0,0000	1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7000e- 004	1.0900e- 003	9.3000e- 004	0.0000	9,0000e-	9.0000e- 005	i	9.0000e- 005	9.0000e- 005	0.0000	0.1277	0,1277	1.0000e- 005	0.0000	0.1280
Total	9.7300e- 003	1.0900e- 003	9.3000e- 004	0,000,0	9.0000e- 005	9.0000e- 005		9.0000e- 005	9.0000e- 005	0.0000	0.1277	0.1277	1.0000e- 005	0.0000	0.1280

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# 3.6 Architectural Coating - 2017 Unmitigated Construction Off-Site

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category			50 (IS (S) (IS	(100 / 002 lija / 10 (10 / 15 / 15 / 16	ton	s/yr	(4) (15) (3) (5) (5) (4) (4) (4)						MT	/yr	90.000.00	(d) (f) (f) (f)
Hauling	0.0000	0.0000	0.0000	0,000,0	0.0000	0.0000	0,000,0	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e- 005	2.0000e- 005	2,1000e- 004	0.0000	4.0000e- 005	0.0000	4.0000e- 005	1.0000e- 005	0.0000	1.0000e- 005	0.0000	0,0356	0.0356	0.0000	0.0000	0.0357
Total	2.0000e- 005	2.0000e- 005	2.1000e- 004	0,0000	4.0000e- 005	0,000,0	4,0000e- 005	1,0000e- 005	0,000	1.0000e- 005	0.0000	0.0356	0,0356	0000,0	0.0000	0.0357

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tons	/yr							M	T/yr		
Archit, Coating	9.5600e- 003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0000e- 005	1.1800e- 003	9.2000e- 004	0.0000	, , , , , , , , , , , , , , , , , , ,	5.0000e- 005	5.0000e- 005		5.0000e- 005	5.0000e- 005	0.0000	0.1277	0.1277	1.0000e- 005	0.0000	0.1280
Total	9.6200e- 003	1,1800e- 003	9.2000e- 004	0.0000		5.0000e- 005	5.0000e- 005		5,0000e- 005	5,0000e- 005	00000	0.1277	0.1277	1,0000e- 005	0.0000	0.1280

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3.6 Architectural Coating - 2017 Mitigated Construction Off-Site

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	GO2e
Category					ton	s/yr			160 (50) (50 (70)) 10 (10)				МТ	7/yr		63 66 66
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,000,0	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0,0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e- 005	2.0000e- 005	2.1000e- 004	0.000.0	4.0000e- 005	0.0000	4.0000e- 005	1.0000e- 005	0.0000	1.0000e- 005	0.0000	0.0356	0.0356	0.0000	0.0000	0.0357
Total	2.0000e- 005	2,0000e- 005	2.1000e- 004	0.0000	4.0000e- 005	0,000,0	4.0000e- 005	1,0000e- 005	0.0000	1.0000e- 005	0,0000	0.0356	0,0356	0.0000	0.0000	0.0357

# 3.6 Architectural Coating - 2018 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					tons/yr							MΠ	7yr		
Archit, Coating	1.2425	, , , , , , , , , , , , , , , , , , ,	1 1 1	i :	0.0000	0.0000	t I	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.1304	0.1205	1.9000e- 004	9.7900e- 003	9,7900e- 003		9,7900e- 003	9.7900e- 003	0.0000	16.5962	16.5962	1.5800e- 003	0.0000	16.6293
Total	, 1.2619	0,1304	0.1205	1.9000e- 004	9.7900e- 003	9.7900e- 003		9.7900e- 003	9.7900e- 003	0.0000	16,5962	16.5962	1.5800e- 003	0.0000	16.6293

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# 3.6 Architectural Coating - 2018 <u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr		196 (50° 03° 165				KUmo verosija	MT	[/yr		
Hauling	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000
Vendor	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000
Worker	1.7600e-	2.5900e- 003	0.0248	6.0000e- 005	5.3100e- 003	4.0000e- 005	5.3500e- 003	1.4100e- 003	4.0000e- 005	1.4500e- 003	0.0000	4.4605	4.4605	2.2000e- 004	0.0000	4.4651
Total	1.7600e- 003	2.5900e- 003	0.0248	6.0000e- 005	5.3100e- 003	4.0000e- 005	5,3500e- 003	1.4100e- 003	4.0000e- 005	1.4500e- 003	0.0000	4.4605	4.4605	2,2000e- 004	0.0000	4.4651

	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2,5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tons/yr							M	T/yr		
Archit. Coating	1.2425	1 1 1		1	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4000e- 003	0.1529	0,1191	1.9000e- 004	6.1800e- 003	6.1800e- 003		6.1800e- 003	6.1800e- 003	0.0000	16.5962	16.5962	1.5800e- 003	0.0000	16.6293
Total	1.2499	0.1529	0.1191	1.9000e- 004	6,1800e- 003	6.1800e- 003		6.1800e- 003	6.1800e- 003	0.0000	16,5962	16.5962	1.5800e- 003	0.0000	16.6293

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## 3.6 Architectural Coating - 2018 Mitigated Construction Off-Site

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/yr		
Hauling	0.0000	0.0000	0.0000	0.000.0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7600e- 003	2.5900e- 003	0.0248	6.0000e- 005	5.3100e- 003	4.0000e- 005	5.3500e- 003	1.4100e- 003	4.0000e- 005	1.4500e- 003	0.0000	4.4605	4.4605	2.2000e- 004	0.0000	4.4651
Total	1.7600e- 003	2,5900e- 003	0,0248	6,0000e- 005	5,3100e- 003	4.0000e- 005	5.3500e- 003	1.4100e- 003	4.0000e- 005	1,4500e- 003	0.0000	4.4605	4.4605	2.2000e- 004	0.0000	4.4651

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category				F 100 (00 (11 (0))	ton	s/yr				190			MT	/yr		
Mitigated	0.1633	0.4289	1.7901	4.1900e- 003	0.2945	5.8800e- 003	0.3004	0.0790	5.4100e- 003	0.0844	0.0000	312.9432	312.9432	0.0122	0.0000	313.1994
Unmitigated	0.1633	0.4289	1.7901	4.1900e- 003	0.2945	5.8800e- 003	0.3004	0.0790	5.4100e- 003	0.0844	0.0000	312.9432	312.9432	0.0122	0.0000	313.1994

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#### 4.2 Trip Summary Information

	Aver	age Daily Trip Ra	te	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	263.84	263.84	263.84	770,291	770,291
Single Family Housing	9.52	9.52	9.52	21,252	21,252
Total	273.36	273.36	273.36	791,543	791,543

## 4.3 Trip Type Information

		Miles			Trip %		60 pp. 100 pp. 44 pp.	Trip Purpos	e %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	86	11	3

LDA LDT1	LDT2	MDV LHD	l LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.546229 0.063048	0.174586	0.122573; 0.033	968 0.004845	0.015596	0.024745	0.002089	0.003270	0.006707	0.000678	0.001667

# 5.0 Energy Detail

Historical Energy Use: N

#### 5.1 Mitigation Measures Energy

Exceed Title 24

Kilowatt Hours of Renewable Electricity Generated

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category			11.00 11.00 11.00 11.00		tons	s/yr							ТМ	7yr		
Electricity Mitigated	n n			i ,	1	0.0000	0.0000	1 1 1	0.0000	0.0000	0.0000	75,7654	75.7654	5.3000e- 003	1.1000e- 003	76.2162
Electricity Unmitigated	11 — — — — — — — — — — — — — — — — — —			t T	, ,	0.000.0	0.0000	i i i	0.0000	0.0000	0.0000	78.2416	78.2416	5.4700e- 003	1.1300e- 003	78.7072
NaturalGas Mitigated	1.6100e- 003	0.0146	0.0117	9.0000e- 005	,	1.1100e- 003	1.1100e- 003	i i	1.1100e- 003	1.1100e- 003	0.0000	15.9197	15.9197	3.1000e- 004	2.9000e- 004	16,0166
NaturalGas Unmitigated	2.2700e- 003	0.0205	0.0166	1.2000e- 004		1,5700e- 003	1.5700e- 003		1.5700e- 003	1.5700e- 003	0.0000	22.4391	22.4391	4.3000e- 004	4.1000e- 004	22.5757

# 5.2 Energy by Land Use - NaturalGas <u>Unmitigated</u>

	NaturalGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					tor	s/yr	(19) (19) (19) (19) (19) (19)						M٦	î/yr		
Single Family Housing	35283	1.9000e- 004	1.6300e- 003	6.9000e- 004	1.0000e- 005	: : :	1.3000e- 004	1.3000e- 004		1,3000e- 004	1.3000e- 004	0.0000	1.8828	1.8828	4,0000e- 005	3.0000e- 005	1.8943
Unrefrigerated Warehouse-No	385210	2.0800e- 003	0.0189	0,0159	1,1000e- 004	;	1.4400e- 003	1.4400e- 003		1,4400e- 003	1.4400e- 003	0.0000	20.5563	20.5563	3,9000e- 004	3.8000e- 004	20.6814
Parking Lot	0	0.0000	0.0000	0.0000	00000,0	:	0.0000	0.0000		0.0000	0.000,0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2,2700e- 003	0.0205	0.0166	1.2000e- 004		1.5700e~ 003	1.5700e- 003		1.5700e- 003	1,5700e- 003	0.0000	22.4391	22.4391	4.3000e- 004	4.1000e- 004	22.5757

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# 5.2 Energy by Land Use - NaturalGas Mitigated

	NaturalGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N20	CO2e
Land Use	kBTU/yr	0.000000000000000000000000000000000000	LI SAN SAS SASTAN			ton	s/yr	1000 200 200	V 100 S 101 S 105 S 105 S 105 S 105 S 105 S 105 S 105 S 105 S 105 S 105 S 105 S 105 S 105 S 105 S 105 S 105 S			VII. (18. 18. 18. 18. 18. 18. 18. 18. 18. 18.	7.50 (19) (19) (19)	M	/yr		
Unrefrigerated Warehouse-No	271863	1.4700e- 003	0.0133	0.0112	8.0000e- 005		1.0100e- 003	1.0100e- 003		1.0100e- 003	1.0100e- 003	0.0000	14.5077	14.5077	2,8000e- 004	2.7000e- 004	14.5960
Parking Lot	0	0.0000	0,0000	0.0000	0.0000		0.0000	0.0000	     	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	26461.1	1.4000e- 004	1.2200e- 003	5,2000e- 004	1.0000e- 005	<del></del>	1.0000e- 004	1.0000e- 004		1.0000e- 004	1.0000e- 004	0.0000	1.4121	1.4121	3.0000e- 005	3.0000e- 005	1.4207
Total		1.6100e- 003	0.0146	0.0117	9.0000e- 005		1.1100e- 003	1.1100e- 003		1,1100e- 003	1.1100e- 003	0000,0	15,9197	15,9197	3.1000e- 004	3,0000e- 004	16.0166

## 5.3 Energy by Land Use - Electricity <u>Unmitigated</u>

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		MT	<sup>7</sup> /yr	
Parking Lot	2376	0,4471	3,0000e- 005	1,0000e- 005	0.4498
Single Family Housing	7072.94	1.3310	9.0000e- 005	2.0000e- 005	1.3390
Unrefrigerated Warehouse-No	406317	76.4634	5.3400e- 003	1.1100e- 003	76,9185
Total		78.2416	5.4600e- 003	1.1400e- 003	78.7072

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# 5.3 Energy by Land Use - Electricity <u>Mitigated</u>

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		MT	7yr	
Parking Lot	2142.67	0.4032	3.0000e- 005	1.0000e- 005	0.4056
Single Family Housing	6729.02	1,2663	9.0000e- 005	2.0000e- 005	1.2739
Unrefrigerated Warehouse-No	393736	74.0958	5.1800e- 003	1.0700e- 003	74.5368
Total		75.7654	5.3000e- 003	1.1000e- 003	76.2162

## 6.0 Area Detail

# 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tons/yr			(10 / 10 / 10 / 10 / 10 / 10 / 10 / 10 /			M	T/yr		
Mitigated	0.4864	1,0000e- 004	8,5300e- 003	0.0000	5.0000e- 005	5.0000e- 005	5.0000e- 005	5.0000e- 005	0.0000	0.0882	0.0882	2.0000e- 005	0.0000	0.0890
Unmitigated	0.4930	2.2000e- 004	0.0187	1.0000e- 005	1.5200e- 003	1.5200e- 003	1.5200e- 003	1.5200e- 003	0.1557	0.0529	0.2086	3.6000e- 004	1.0000e- 005	0.2186

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6.2 Area by SubCategory

<u>Unmitigated</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N20	CO2e
SubCategory	(665) (1974) (1971) (1852) (1874) (1874) (1872)	021/231/031/03		182 188 232 286	ton	s/yr							МТ	/yr		
	0.0563					0.0000	0.0000	t t	0.0000	0,000	0,000	0,0000	0.0000	0.0000	0.0000	0.0000
	0.4298					0.0000	0.0000		0.0000	0.0000	0,000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	6.5400e- 003	1.2000e- 004	0.0101	1.0000e- 005		1.4800e- 003	1.4800e- 003	1 1 1 1	1.4800e- 003	1.4800e- 003	0.1557	0.0388	0,1945	3.4000e- 004	1.0000e- 005	0,2041
Landscaping	3,3000e- 004	1.0000e- 004	8.5300e- 003	0.0000	 	4.0000e- 005	4.0000e- 005	1 1 1 1	4.0000e- 005	4.0000e- 005	0.0000	0.0141	0.0141	2,0000e- 005	0,000	0.0145
Total	0.4930	2.2000e- 004	0.0187	1.0000e- 005		1.5200e- 003	1.5200e- 003		1,5200e- 003	1.5200e- 003	0.1557	0.0529	0.2086	3.6000e- 004	1.0000e- 005	0.2186

# 6.2 Area by SubCategory

### **Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2,5	PM2.5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					ton	s/yr							M	Г/уг		
Alchitectural	0.0563	 	t t 1		1 1 1 1	0.0000	0.0000		0.0000	0.0000	0.0000	0,000,0	0.0000	0.0000	0.000.0	0.0000
	0.4298		t :		i i i	0.0000	0.0000		0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0,000,0
Hearth	1,0000e- 005	0.0000	0.0000	0.0000	;	1.0000e- 005	1.0000e- 005		1.0000e- 005	1.0000e- 005	0.0000	0.0740	0.0740	0.0000	0.0000	0.0745
Landscaping	3.3000e-	1,0000e- 004	8.5300e- 003	0.000.0	,—————— ; ;	4.0000e- 005	4.0000e- 005		4.0000e- 005	4.0000e- 005	0.0000	0.0141	0.0141	2.0000e- 005	0.0000	0.0145
Total	0.4864	1.0000e- 004	8.5300e- 003	0.0000		5.0000e- 005	5.0000e- 005		5.0000e- 005	5,0000e- 005	0.0000	0.0882	0.0882	2.0000e- 005	0,0000	0.0890

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

i in coverno	Total CO2	CH4	N2O	CO2e
Category		M	<sup>7</sup> /yr	
Milligatoa	32.7092	0.7990	0.0192	55.4274
	32.7092	0.7991	0.0192	55.4398

7.2 Water by Land Use <u>Unmitigated</u>

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal		MT	/yr	
Parking Lot	0/0	0.0000	0.0000	0.0000	0.0000
	0.065154 / 0.0410754		2.1300e- 003	5.0000e- 005	0,1748
Unrefrigerated Warehouse-No	24.4061 / 0	32.5951	0.7970	0.0191	55.2650
Total		32.7092	0.7991	0.0192	55.4398

#### **Mitigated**

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal		M	/yr	
Parking Lot	0/0	0.0000	0.000.0	0,000	0.0000
Single Family Housing	0.065154 / 0.0410754		2.1300e- 003	5.0000e- 005	0.1747
Unrefrigerated Warehouse-No	24.4061 / 0	32.5951	0.7969	0.0191	55.2527
Total		32.7092	0.7990	0.0192	55.4274

## 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

#### Category/Year

	Total CO2	CH4	N2O	CO2e
		M٦	7yr	
i iningenou	20.3945	1.2053	0.0000	45.7054
Chanagatou	20.3945	1.2053	0.0000	45.7054

## 8.2 Waste by Land Use Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		MT Section 1	7yr	100 ST 100 S
Parking Lot	0	0,0000	0.0000	0.0000	0,000
Single Family Housing	1.26	0.2558	0.0151	0.0000	0.5732
Unrefrigerated Warehouse-No	99.21	20.1387	1.1902	0.0000	45.1322
Total		20.3945	1.2053	0.0000	45.7054

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# 8.2 Waste by Land Use

<u>Mitigated</u>

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		ľΜ	/yr	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.26	0.2558	0.0151	0.0000	0.5732
Unrefrigerated Warehouse-No	99.21	20.1387	1.1902	0.0000	45.1322
Total	HASS-BEACH	20,3945	1.2053	0.0000	45.7054

## 9.0 Operational Offroad

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

## 10.0 Vegetation

# Acorn Self Storage

## Bay Area AQMD Air District, Summer

#### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	105.54	1000sqft	2.42	105,537.00	0
Parking Lot	7.00	Space	0.06	2,700.00	0
Single Family Housing	1.00	Dwelling Unit	0.32	1,800.00	3

#### 1.2 Other Project Characteristics

Urbanization

Urban

Wind Speed (m/s)

2.2

Precipitation Freq (Days)

64

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Climate Zone

4

Operational Year

2018

**Utility Company** 

Pacific Gas & Electric Company

CO2 Intensity (lb/MWhr) 414.88

CH4 intensity (lb/MWhr)

0.029

N2O Intensity (Ib/MWhr)

0.006

#### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor adjusted based on PG&E's anticipated progress towards statewide RPS goals

Land Use - Site Plan

Construction Phase - based on information provided by applicant

Trips and VMT - based on information provided by applicant

Grading - based on information from applicant

Vehicle Trips - ITE Generation Rates Mini-Warehouse

Energy Use - Applicant Information

Construction Off-road Equipment Mitigation - Information from Applicant

Mobile Land Use Mitigation -

Energy Mitigation - Applicant Information

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	10.00	131.00
tblConstructionPhase	NumDays	220.00	131,00
tblConstructionPhase	NumDays	6.00	67.00
tblConstructionPhase	NumDays	10.00	132.00
tblConstructionPhase	NumDays	3.00	5.00
tblConstructionPhase	PhaseEndDate	12/17/2018	6/29/2018
tb!ConstructionPhase	PhaseStartDate	6/16/2018	12/29/2017
tblGrading	AcresOfGrading	33.50	6.00
tblGrading	AcresOfGrading	7.50	0.00
tblGrading	MaterialImported	0.00	5,333.00
tblLandUse	LandUseSquareFeet	2,800.00	2,700.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	414.88
tblProjectCharacteristics	OperationalYear	2014	2018

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tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblVehicleTrips	ST_TR	2.59	2.50
tbl/VehicleTrips	ST_TR	10.08	9.52
tblVehicleTrips	\$U_TR	2.59	2.50
tblVehicleTrips	SU_TR	8.77	9.52
tblVehicleTrips	WD_TR	2.59	2.50
tblVehicleTrips	WD_TR	9.57	9.52

# 2.0 Emissions Summary

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## 2.1 Overall Construction (Maximum Daily Emission)

#### **Unmitigated Construction**

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N20	CO2e
Year					lb/d	day							lb/c	day		
2017	23.1587	28.6578	22.8357	0.0385	6.2249	1.6626	7.7820	3.3481	1.5981	4.7806	0.0000	3,555.251 1	3,555.251 1	0.7511	0.0000	3,571.024 0
2018	22.6581	24,1978	21.7810	0.0385	0.6383	1.4269	2,0653	0.1717	1.3731	1.5448	0.0000	3,511.090 0	3,511.090 0	0.5510	0,0000	3,522.660 8
Total	45.8169	52.8556	44.6167	0.0770	6.8632	3.0895	9.8472	3,5198	2.9712	6.3254	0.0000	7,066.341 0	7,066.341 0	1.3021	0.0000	7,093.684 7

#### Mitigated Construction

	ROG	NOX	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year		an en mer de			ibi	/day							lb/	day		
2017	20,5569	24.0955	21.8924	0.0385	6.2249	0.9378	6.7590	3.3481	0.9356	3.8820	0.0000	3,555,251 1	3,555.251 1	0.7511	0.0000	3,571.024 0
2018	20,5171	23.9247	21.4371	0.0385	0.6383	0.9359	1.5742	0.1717	0.9339	1.1056	0.0000	3,511.090 0	3,511.090	0.5510	0.0000	3,522.660 8
Total	41.0739	48.0203	43.3295	0.0770	6,8632	1.8737	8.3332	3.5198	1.8695	4.9877	0.0000	7,066.341 0	7,066.341 0	1.3021	0.0000	7,093,684 7
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBlo-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	10.35	9.15	2.88	0.00	0.00	39,35	15.37	0.00	37.08	21.15	0.00	0,00	0.00	0.00	0,00	0.00

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# 2.2 Overall Operational Unmitigated Operational

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N20	CO2e
Category					lb/	day							lb/d	lay		
Area	4.6587	0.0275	2.5126	8.3000e- 004		0.3392	0.3392	1 1 1	0.3392	0.3392	35.2335	13.7614	48.9950	0.0290	2.8200e- 003	50.4778
Energy	0.0124	0.1124	0.0907	6.8000e- 004		8.5800e- 003	8.5800e- 003	] 	8.5800e- 003	8.5800e- 003	1	135.5336	135.5336	2.6000e- 003	2.4800e- 003	136.3584
Mobile	0.9223	2.2102	9.6602	0.0244	1.6810	0.0323	1.7133	0.4497	0,0297	0.4794	#	2,003.191 8	2,003.191 8	0.0740	1	2,004.745 1
Total	5.5934	2.3500	12.2636	0.0259	1.6810	0.3800	2.0611	0.4497	0.3775	0.8272	35.2335	2,152,486 8	2,187.720 4	0.1056	5.3000e- 003	2,191.581 3

#### Mitigated Operational

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day					90.00		lb/d	day		
Area	2.6696	1.0700e- 003	0.0949	1.0000e- 005	1 1 1 1	2.1400e- 003	2.1400e- 003	1 1 1 1	2.1200e- 003	2.1200e- 003	0.0000	26.1144	26.1144	7.1000e- 004	4.8000e- 004	26,2767
Energy	8.8100e- 003	0.0797	0.0642	4.8000e- 004	,————— ! !	6.0900e- 003	6.0900e- 003	<b>,—————</b> ! ! !	6.0900e- 003	6.0900e- 003	<u> </u>	96.1562	96.1562	1.8400e- 003	1.7600e- 003	96.7413
Mobile	0.9223	2.2102	9.6602	0.0244	1,6810	0,0323	1,7133	0,4497	0.0297	0.4794	1	2,003.191 8	2,003.191 8	0.0740		2,004,745 1
Total	3.6007	2.2910	9.8193	0.0249	1.6810	0.0405	1.7215	0.4497	0.0379	0.4876	0.0000	2,125.462 3	2,125.462 3	0.0765	2.2400e- 003	2,127.763 2

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	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	35.63	2.51	19.93	3,94	0.00	89.34	16,47	0.00	89.95	41.05	100,00	1.26	2.85	27.50	57.74	2.91

#### 3.0 Construction Detail

#### **Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/6/2017	3/10/2017	5	5	
2	Grading	Grading	3/11/2017	6/13/2017	5	67	
3	Paving	Paving	6/14/2017	12/14/2017	5	132	
4	Building Construction	Building Construction	12/15/2017	6/15/2018	5	131	1
5	Architectural Coating	Architectural Coating	12/29/2017	6/29/2018	5	131	;

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 3,645; Residential Outdoor: 1,215; Non-Residential Indoor: 158,427; Non-Residential Outdoor: 52,809 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment		8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	* 1	6.00	78	0.48

#### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	667.00	12,40	7.30	0.50	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	46.00	18.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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#### 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment Clean Paved Roads

#### 3.2 Site Preparation - 2017

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2,5 Total	Bio- CO2 NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day						lb/d	day		
Fugitive Dust	), 11 11	1 1 1		1 1 1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	1 1	1	0.0000
Off-Road	2.5289	28.6230	17.1310	0.0238	! : :	1.3967	1.3967	! ! ! !	1.2850	1.2850	2,439.436 0	2,439.436	0.7474		2,455.132 2
Total	2.5289	28.6230	17.1310	0.0238	0.0000	1.3967	1.3967	0.0000	1.2850	1.2850	2,439.436 0	2,439,436	0.7474		2,455.132 2

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3.2 Site Preparation - 2017
<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					1b/	day							lb/c	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1	0.0000	0.0000	0.0000	N	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	#	0.0000	0.0000	0.0000	1	0.0000
Worker	0.0290	0.0348	0,4059	9.3000e- 004	0.0754	5.8000e- 004	0.0760	0.0200	5.3000e- 004	0.0205		75.0164	75.0164	3.6500e- 003	1 1	75.0931
Total	0.0290	0.0348	0.4059	9.3000e- 004	0.0754	5.8000e- 004	0.0760	0.0200	5,3000e- 004	0.0205		75,0164	75.0164	3,6500e- 003		75.0931

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/c	day		
Fugitive Dust	#; #; #:	L t	I k		0.0000	0.0000	0,0000	0,0000	0.0000	0.0000	1		0.0000		; ; ;	0.0000
Off-Road	0.7332	19.4604	14,6507	0.0238	;	0.5363	0.5363	(	0,5363	0,5363	0.0000	2,439.436 0	2,439.436 0	0.7474		2,455.132 2
Total	0.7332	19.4604	14.6507	0.0238	0.0000	0.5363	0.5363	0.0000	0.5363	0.5363	0.000.0	2,439.436 0	2,439.436 0	0.7474		2,455.132 2

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3.2 Site Preparation - 2017

<u>Mitigated Construction Off-Site</u>

	ROG	NOX	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2,5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							Ib/	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	<u> </u>	0.000	0.0000	0.0000		0,000,0
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	#	0.0000	0.0000	0.0000	1 1 1 1	0.0000
Worker	0.0290	0.0348	0.4059	9.3000e- 004	0.0754	5.8000e- 004	0.0760	0.0200	5.3000e- 004	0.0205		75.0164	75.0164	3.6500e- 003	; ; ;	75.0931
Total	0.0290	0.0348	0.4059	9.3000e- 004	0.0754	5,8000e- 004	0.0760	0.0200	5,3000e- 004	0.0205	птомина	75.0164	75.0164	3.6500e- 003		75.0931

## 3.3 Grading - 2017

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category				30 (50 (50 (f) 51 (52 (55 (f))	lb/	day							lb/c	lay		
Fugitive Dust	<del> </del>	: :	E :		6.1261	0.0000	6.1261	3.3219	0.0000	3.3219	, t		0.0000			0.0000
Off-Road	2.6973	28.1608	18.9679	0.0206	L 1	1.5550	1.5550		1.4306	1.4306	* * * * * * * * * * * * * * * * * * *	2,104.573 7	2,104.573 7	0.6448	¦	2,118.115 3
Total	2.6973	28.1608	18.9679	0.0206	6.1261	1.5550	7.6811	3.3219	1.4306	4.7525		2,104,573 7	2,104.573 7	0.6448		2,118.115 3

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3.3 Grading - 2017
Unmitigated Construction Off-Site

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/o	iay							lb/d	lay		
Hauling	0.0930	0.2691	1.3410	3.8000e- 004	4.5400e- 003	1.3300e- 003	5.8700e- 003	1.2600e- 003	1.2100e- 003	2.4700e- 003		36,0447	36.0447	6.4000e- 004		36.0581
Vendor	0.0000	0,000,0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0362	0.0435	0.5074	1,1600e- 003	0.0943	7.2000e- 004	0.0950	0.0250	6.7000e- 004	0.0257	*	93.7705	93.7705	4.5700e- 003		93.8664
Total	0.1293	0.3125	1,8484	1,5400e- 003	0.0988	2.0500e- 003	0.1009	0.0263	1.8800e- 003	0.0282		129,8152	129,8152	5.2100e- 003		129,924

	ROG	NOX	CO	S02	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/	day		
Fugitive Dust	1 	;			6,1261	0.0000	6.1261	3.3219	0.0000	3.3219			0.0000	i i		0,0000
Off-Road	0.7097	17.9743	13.4314	0.0206	<del>[</del> t t t	0.5321	0.5321	j====== ! ! !	0.5321	0.5321	0.0000	2,104.573 7	2,104.573 7	0.6448		2,118.115 3
Total	0.7097	17.9743	13,4314	0.0206	6.1261	0,5321	6,6581	3.3219	0.5321	3.8539	0.0000	2,104.573 7	2,104.573 7	0,6448		2,118.115 3

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3.3 Grading - 2017

### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day					1.000 200 (3) 1.000 (3)		. lb/c	lay		
Hauling	0.0930	0.2691	1.3410	3.8000e- 004	4.5400e- 003	1,3300e- 003	5.8700e- 003	1.2600e- 003	1.2100e- 003	2.4700e- 003	を	36.0447	36.0447	6.4000e- 004	600	36.0581
Vendor	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	*	0.0000	0.0000	0.0000		0.0000
Worker	0.0362	0.0435	0.5074	1.1600e- 003	0.0943	7.2000e- 004	0.0950	0.0250	6.7000e- 004	0,0257		93.7705	93.7705	4.5700e- 003		93.8664
Total	0.1293	0.3125	1.8484	1.5400e- 003	0.0988	2.0500e- 003	0.1009	0.0263	1.8800e- 003	0.0282		129.8152	129.8152	5.2100e- 003		129.9245

3.4 Paving - 2017

	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category			12 (6) (a) (l) (b) (l) (a) (b)	60 (60 (6) (6) (6) (6) (6) (6)	lb/day							lb/d	day		
Off-Road	1.6402	16.4619	12.0566	0.0176	1.0230	1.0230	! ! !	0.9423	0.9423		1,777.474 5	1,777.474 5	0.5344		1,788.696 6
Paving	1.1900e- 003		; ; ;		0,0000	0.0000		0.0000	0.0000	1 1		0.0000	<del></del>		0.0000
Total	1.6413	16,4619	12,0566	0.0176	1.0230	1.0230		0.9423	0.9423		1,777.474 5	1,777.474 5	0.5344		1,788.696 6

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3.4 Paving - 2017
<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2,5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/i	day							lb/	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0,000,0	0.0000	0.0000	0.0000	0.0000		0.000.0	0.0000	0.0000		0.0000
Vendor	0,0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	*	0.0000	0.0000	0.0000	1 1 1	0,0000
Worker	0.0543	0.0652	0.7611	1.7400e- 003	0,1415	1.0800e- 003	0.1425	0.0375	1.0000e- 003	0.0385	*	140.6558	140.6558	6.8500e- 003	\$ \$ \$	140.7996
Total	0,0543	0,0652	0.7611	1.7400e- 003	0.1415	1.0800e- 003	0.1425	0.0375	1,0000e- 003	0.0385		140.6558	140,6558	6.8500e- 003		140.7996

	ROG	NOx	co	SO2	Fugitive Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day							lb/c	iay		
Off-Road	0.7250	15.4034	12,7897	0.0176	0.5516	0.5516	E 1	0.5516	0,5516	0.0000	1,777.474 5	1,777.474 5	0.5344	i i	1,788.696 6
Paving	1.1900e- 003		i	<del>j</del>	0,0000	0.0000		0.0000	0.0000	1		0.0000			0.0000
Total	0.7262	15,4034	12.7897	0.0176	0.5516	0,5516		0.5516	0.5516	0.0000	1,777.474 5	1,777.474 5	0.5344		1,788.696 6

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3.4 Paving - 2017

<u>Mitigated Construction Off-Site</u>

5,000,000,000	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	GO2e
Category			1125 (100 (150) (10	100 can (2.5 A) 12 (2.3 A) (0.5 14 (1.5 A) (1.5 A)	lb/	day							Jb/	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	 	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	[	0.0000
Worker	0.0543	0.0652	0.7611	1.7400e- 003	0,1415	1.0800e- 003	0.1425	0.0375	1,0000e- 003	0.0385		140,6558	140.6558	6.8500e- 003	; ; ; ;	140.7996
Total	0.0543	0.0652	0.7611	1.7400e- 003	0.1415	1.0800e- 003	0.1425	0.0375	1.0000e- 003	0.0385		140.6558	140.6558	6.8500e- 003		140.7996

# 3.5 Building Construction - 2017

	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2,5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category			(0.52 %) (1.53 3.20 (1.54)		lb/day							16/0	lay		
Off-Road	3.3275	22.8585	16.2492	0.0249	1.4621	1.4621	 	1.3998	1.3998		2,334.850 3	2,334.850	0,5189		2,345.747 9
Total	3.3275	22.8585	16.2492	0.0249	1.4621	1.4621		1,3998	1,3998		2,334,850 3	2,334.850 3	0.5189		2,345.747 9

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## 3.5 Building Construction - 2017 <u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	lay		
Hauling	0.0000	0.0000	0,0000	0,000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	1 1	0,0000
Vendor	0.1851	1.5637	1.9278	4.2900e- 003	0,1197	0.0232	0.1429	0.0342	0.0213	0.0555	*	423.2149	423.2149	3.2300e- 003	£ :	423.2828
Worker	0.1667	0.2000	2.3339	5.3400e- 003	0.4338	3,3200e- 003	0.4371	0.1151	3.0600e- 003	0.1181		431.3444	431.3444	0.0210	i :	431.7854
Total	0.3517	1,7637	4.2618	9.6300e- 003	0.5535	0.0265	0.5800	0.1492	0.0244	0.1736		854,5592	854.5592	0.0242		855.0682

	ROG	NOx	CO	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ib/day							lb/o	day		
Off-Road	0.9440	19.9403	15,3416	0.0249	0.8155	0.8155	1 t t	0.8155	0.8155	0.0000	2,334.850 3	2,334.850 3	0.5189	; t t	2,345.747 9
Total	0.9440	19.9403	15.3416	0.0249	0.8155	0.8155		0.8155	0.8155	0.0000	2,334.850 3	2,334.850 3	0.5189		<b>2,345.747</b> 9

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# 3.5 Building Construction - 2017 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2 NBi	lo- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/c	lay		
Hauling	0.0000	0,000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.	.0000	0.0000	0.0000		0.0000
Vendor	0.1851	1,5637	1.9278	4.2900e- 003	0.1197	0.0232	0.1429	0.0342	0.0213	0.0555	423	3.2149	423.2149	3.2300e- 003		423.2828
Worker	0.1667	0.2000	2.3339	5.3400e- 003	0.4338	3.3200e- 003	0.4371	0.1151	3.0600e- 003	0.1181	43	1.3444	431.3444	0.0210		431.7854
Total	0.3517	1.7637	4.2618	9.6300e- 003	0.5535	0.0265	0.5800	0.1492	0.0244	0,1736	854	4,5592	854.5592	0,0242		855.0682

# 3.5 Building Construction - 2018

	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2,5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day							lb/d	day		
Off-Road	2.9004	20.5600	15.6637	0.0249	1.2511	1.2511	1	1.1992	1.1992		2,317.208 9	2,317.208 9	0.4980	: :	2,327.666 4
Total	2,9004	20,5600	15.6637	0.0249	1.2511	1.2511		1.1992	1.1992		2,317.208 9	2,317.208 9	0.4980		2,327.666 4

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# 3.5 Building Construction - 2018 <u>Unmitigated Construction Off-Site</u>

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e				
Category	lb/day												lb/day							
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,000,0		0.0000	0,0000	0.0000		0.0000				
Vendor	0.1656	1.4167	1.7547	4.2800e- 003	0.1197	0.0215	0.1411	0.0342	0.0197	0,0539	#	415.7821	415.7821	3.1800e- 003	1	415.8488				
Worker	0.1496	0,1801	2,0979	5.3400e- 003	0.4338	3.2100e- 003	0.4370	0.1151	2.9700e- 003	0.1180	***************************************	415.3804	415.3804	0.0193	1	415.7860				
Total	0.3153	1.5968	3.8526	9,6200 <del>e</del> - 003	0,5534	0.0247	0.5781	0,1492	0.0227	0.1719		831.1625	831.1625	0.0225		831.6347				

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	ay							lb/c	lay		
Off-Road	0.9440	19.9403	15.3416	0.0249	: ; : ;	0.8155	0.8155		0.8155	0,8155	0,0000	2,317.208 9	2,317.208 9	0.4980		2,327.666 4
Total	0.9440	19,9403	15.3416	0.0249		0.8155	0.8155		0.8155	0.8155	0.0000	2,317.208 9	2,317.208 9	0.4980		2,327.666 4

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# 3.5 Building Construction - 2018 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category		(C. 000) (SC 00)			lb/	day	1845 / 1835 / 1835 / 1835			/ps/101/05/2005	Y0740 (800)00		lb/d	lay	02010[0.08876] 86.08876	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1	0.0000	0.0000	0.0000	:	0.0000
Vendor	0.1656	1.4167	1.7547	4.2800e- 003	0.1197	0.0215	0.1411	0.0342	0.0197	0.0539		415.7821	415.7821	3.1800e- 003	1 1	415.8488
Worker	0.1496	0,1801	2.0979	5.3400e- 003	0.4338	3.2100e- 003	0.4370	0.1151	2.9700e- 003	0,1180	*	415.3804	415,3804	0.0193		415.7860
Total	0.3153	1.5968	3.8526	9,6200e- 003	0.5534	0.0247	0.5781	0.1492	0.0227	0.1719		831.1625	831.1625	0.0225		831.6347

## 3.6 Architectural Coating - 2017 <u>Unmitigated Construction On-Site</u>

	ROG	NOX	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day						<b>lb/</b> 6	day		
Archit. Coating	19.1146			 	0.0000	0.0000	0.0000	0.0000			0.0000	; ; ;	i :	0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e- 003	0.1733	0.1733	0,1733	0.1733		281,4481	281.4481	0,0297	1	282.0721
Total	19.4469	2,1850	1.8681	2.9700e- 003	0.1733	0.1733	0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

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## 3.6 Architectural Coating - 2017 <u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	tay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,000		0.0000	0,0000	0.0000	] ;	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0,000,0		0.0000	0.0000	0.0000	1 1	0,0000
Worker	0.0326	0.0391	0.4566	1.0400e- 003	0.0849	6.5000e- 004	0.0855	0.0225	6.0000e- 004	0.0231		84,3935	84.3935	4.1100e- 003	1 1	84.4798
Total	0,0326	0.0391	0.4566	1.0400e- 003	0.0849	6.5000e- 004	0,0855	0.0225	6.0000e- 004	0.0231		84.3935	84.3935	4.1100e- 003		84.4798

	ROG	NOx	CO	SO2	Fugitive Exhaust PM10 PM10	PM10 Total		chaust M2.5	PM2,5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day							lb/c	lay		
Archit. Coating	19.1146		; ; ;	1 1	0.0000	0.0000	0.	.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e- 003	0.0951	0.0951	0.	.0951	0.0951	0.0000	281.4481	281.4481	0.0297		282.0721
Total	19.2285	2.3524	1.8324	2,9700e- 003	0.0951	0.0951	0.	.0951	0.0951	0.0000	281.4481	281.4481	0.0297		282.0721

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3.6 Architectural Coating - 2017

<u>Mitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category				0,4,307/1021/00 07/1021/00	lb/4	day							)dl	iay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0326	0.0391	0.4566	1.0400e- 003	0.0849	6.5000e- 004	0,0855	0.0225	6.0000e- 004	0.0231		84.3935	84.3935	4.1100e- 003		84.4798
Total	0.0326	0,0391	0,4566	1.0400e- 003	0.0849	6.5000e- 004	0.0855	0.0225	6.0000e- 004	0,0231		84.3935	84.3935	4.1100e- 003		84.4798

# 3.6 Architectural Coating - 2018 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	co	SO2		xhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day								1b/c	day		
Archit. Coating	19.1146	;	; ; ; ;	1	C	0,000,0	0.0000	: :	0.0000	0.0000	( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )		0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e- 003	C	0.1506	0.1506	: : :	0.1506	0.1506	# # # # # # # # # # # # # # # # # # #	281.4485	281.4485	0.0267		282.0102
Total	19.4132	2,0058	1.8542	2.9700e- 003	O	).1506	0.1506		0.1506	0.1506		281.4485	281,4485	0.0267		282.0102

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3.6 Architectural Coating - 2018
Unmitigated Construction Off-Site

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category	138 (000)	(6.546) (59.4)	(C. N. 10) / E	0.0000000000000000000000000000000000000	lb/	day			(85 (85 (85 (85)		0.700 (0.700)		lb/d	day		10.020.020.00
Hauling	0,000	0.0000	0,0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.0000	0.0000	0.0000		0,0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0293	0.0352	0.4105	1.0400e- 003	0.0849	6.3000e- 004	0.0855	0.0225	5.8000e- 004	0.0231	#	81,2701	81.2701	3.7800e- 003		81.3494
Total	0.0293	0.0352	0.4105	1.0400e- 003	0.0849	6.3000e- 004	0.0855	0.0225	5.8000e- 004	0.0231		81.2701	81,2701	3.7800e- 003		81.3494

	ROG	NOx	со	SO2	Fugitive Exhaust PM10 PM10	PM10 Total		naust VI2.5	PM2.5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day							lb/c	lay		
Archit, Coating	19.1146		B B E	t t	0.0000	0.0000	0.0	0000	0.0000		· · · · · · · · · · · · · · · · · · ·	0.0000		‡ 1	0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e- 003	0.0951	0.0951	0.0	0951	0.0951	0.0000	281.4485	281.4485	0.0267	1	282,0102
Total	19.2285	2.3524	1.8324	2.9700e- 003	0.0951	0.0951	0.0	0951	0.0951	0.0000	281.4485	281.4485	0.0267		282.0102

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## 3.6 Architectural Coating - 2018 Mitigated Construction Off-Site

	ROG	NOX	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	M 400 (3) (40 3) (3) (4) (4)				Jb/	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	<u>.</u>	0.0000	0.0000	0.0000	;	0.0000
Worker	0.0293	0.0352	0.4105	1.0400e- 003	0.0849	6.3000e- 004	0.0855	0.0225	5.8000e- 004	0.0231	*	81.2701	81.2701	3.7800e- 003		81.3494
Total	0.0293	0.0352	0,4105	1.0400e- 003	0.0849	6.3000e- 004	0.0855	0.0225	5,8000e- 004	0.0231		81.2701	81,2701	3.7800e- 003		81.3494

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	laj davenda delan		g, 1010 i860 years		lb/c	day	g mit 160 mg e		0.65.49.75.0				lb/c	lay		
Mitigated	0,9223	2.2102	9,6602	0.0244	1.6810	0.0323	1.7133	0.4497	0.0297	0.4794		2,003.191 8	2,003.191 8	0.0740	: :	2,004.745 1
Unmitigated	0.9223	2.2102	9.6602	0.0244	1.6810	0.0323	1.7133	0.4497	0.0297	0.4794		2,003.191 8	2,003.191 8	0.0740	1	2,004.745 1

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#### 4.2 Trip Summary Information

	Aver	rage Daily Trip Ra	ite	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	263.84	263.84	263.84	770,291	770,291
Single Family Housing	9.52	9.52	9.52	21,252	21,252
Total	273.36	273.36	273.36	791,543	791,543

#### 4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	<b>.</b> 0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	H	OBUS	UBUS	MCY	SBUS	MH
0.546229	0.063048	0.174586	0.122573	0.033968	0.004845	0.015596	0.024745	0.002089	0.003270	0.006707	0.000678	0.001667
<u> </u>	1	1	1	1		1		L		1		

# 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Exceed Title 24

Kilowatt Hours of Renewable Electricity Generated

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	ROG	NOx	CO	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2 NBio-	CO2 Total CO2	CH4	N2O	CO2e
Category	n e				lb/day			15 (24)			lbi	'day		
	8.8100e- 003	0.0797	0.0642	4.8000e- 004	6.0900e- 003	6.0900e- 003	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	6.0900e- 003	6.0900e- 003	96.1	562 96,1562	1.8400e- 003	1.7600e- 003	96.7413
	0.0124	0.1124	0.0907	6.8000e- 004	8.5800e- 003	8.5800e- 003	; ; ; ;	8,5800e- 003	8.5800e- 003	135.	135.5336	2.6000e- 003	2.4800e- 003	136,3584

# 5.2 Energy by Land Use - NaturalGas

## <u>Unmitigated</u>

v - 200 (2000) (485-905) (185-905)	NaturalGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/	day							lb/c	day		
Single Family Housing	96.6656	1.0400e- 003	8,9100e- 003	3.7900e- 003	6.0000e- 005	; ; ; ;	7.2000e- 004	7.2000e- 004		7,2000e- 004	7.2000e- 004	1	11.3724	11.3724	2.2000e- 004	2.1000e- 004	11.4416
Unrefrigerated Warehouse-No	1055.37	0.0114	0.1035	0,0869	6.2000e- 004	1 1 1 1	7.8600e- 003	7.8600e- 003		7,8600e- 003	7.8600e- 003		124.1612	124.1612	2,3800e- 003	2.2800e- 003	124.9168
Parking Lot	0	0.0000	0,0000	0.0000	0.0000	1 1 1 1	0.0000	0.0000		0.0000	0.0000	*	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0124	0.1124	0.0907	6.8000e- 004		8.5800e- 003	8.5800e- 003		8.5800e- 003	8.5800e- 003		135.5336	135,5336	2.6000e- 003	2.4900e- 003	136.3584

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## 5.2 Energy by Land Use - NaturalGas Mitigated

	NaturaiGa s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr				Har year multiple sale	lb/d	day							lb/c	lay		
Unrefrigerated Warehouse-No	0.744831	8.0300e- 003	0.0730	0.0613	4.4000e- 004		5.5500e- 003	5,5500e- 003		5.5500e- 003	5.5500e- 003		87.6272	87.6272	1.6800e- 003	1.6100e- 003	88.1605
Parking Lot	0	0.0000	0,0000	0,000,0	0.0000		0,0000	0.0000		0.0000	0.0000		0.0000	0.0000	0,000	0.0000	0.0000
Single Family Housing	0.0724962	7.8000e- 004	6.6800e- 003	2.8400e- 003	4.0000e- 005	,	5,4000e- 004	5.4000e- 004	,	5.4000e- 004	5,4000e- 004		8.5290	8.5290	1.6000e- 004	1.6000e- 004	8,5809
Total		8.8100e- 003	0.0797	0.0642	4.8000e- 004		6,0900e- 003	6.0900e- 003		6.0900e- 003	6,0900e- 003		96.1562	96.1562	1.8400e- 003	1.7700e- 003	96,7413

#### 6.0 Area Detail

## 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	0	SO2	Fugitive Exhaust PM10	PM10 Total	Fugitive Exhaust PM2.5 PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	ert augosus vist.	igs viga nyan olah)		efficience (e.g., 1.69)	lb/day		(Ministry, awto etension) and say theretoe		1126012401111111111111111111111111111111		)dl	lay		
Mitigated	2,6696	1.0700e- 003	0.0949	1.0000e- 005	2.1400e- 003	2.1400e- 003	2.1200e- 003	2.1200e- 003	0.0000	26.1144	26.1144	7.1000e- 004	4.8000e- 004	26.2767
Unmitigated	4.6587	0.0275	2.5126	8.3000e- 004	0.3392	0.3392	0.3392	0,3392	35.2335	13.7614	48.9950	0.0290	2.8200e- 003	50.4778

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## 6.2 Area by SubCategory

#### <u>Unmitigated</u>

	ROG	NOX	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2,5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N20	CO2e
SubCategory	60 S. O. S.	(15,746),000(15)	enter de la companya de la companya de la companya de la companya de la companya de la companya de la companya	Klasspalicowi	lb/e	day	(\$10.150× 650× 560 196 - 151 - 15	950 (1990) (15) (190	x 80% (0.60%) (3.6 me)	(1867-1990) (1868-1993) (1867-1990)	reumpagitan was	strikerangen villen	lb/s	day	STAGETERAL COLUMN	10 (1777)
Architectural Coating	0,3087		1			0.0000	0.0000	t E t	0.0000	0.0000			0.0000	; ; ;	1 1 1	0.0000
Consumer Products	2.3548		     	1 1	,	0.0000	0.0000	1 1 1 t	0.0000	0.0000	1	)—————————————————————————————————————	0.0000	;	1 1	0.0000
Hearth	1.9915	0.0264	2.4179	8.3000e- 004	,	0.3387	0.3387	1 1 1 1	0.3387	0.3387	35.2335	13.5882	48.8218	0,0288	2.8200e- 003	50.3001
Landscaping	3.6700e- 003	1.0700e- 003	0.0947	1.0000e- 005	<u> </u>	5.0000e- 004	5.0000e- 004	1 1 1	5.0000e- 004	5.0000e- 004	1	0.1732	0.1732	2.1000e- 004	1 1	0.1777
Total	4,6586	0.0275	2.5126	8-4000e- 004		0.3392	0.3392		0.3392	0.3392	35.2335	13.7614	48.9950	0.0290	2.8200e- 003	50,4778

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## 6.2 Area by SubCategory

#### **Mitigated**

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					)\d[	day							lb/c	lay		
Architectural Coating	0.3087		; ;			0,0000	0.0000	 	0.0000	0.0000	1	•	0.0000		; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	0.0000
Consumer Products	2.3548	;				0.0000	0.0000	i : : :	0.0000	0.0000	1 1 1	j	0.0000	 	1	0.0000
Hearth	2,3800e- 003	0.0000	1.3000e- 004	0.0000		1.6400e- 003	1.6400e- 003		1.6300e- 003	1.6300e- 003	0.0000	25.9412	25.9412	5.0000e- 004	4.8000e- 004	26.0991
Landscaping	3.6700e-	1.0700e- 003	0,0947	1.0000e- 005		5.0000e- 004	5.0000e- 004	;	5,0000e- 004	5,0000e- 004	1	0.1732	0.1732	2.1000e- 004	1 1 1 1	0.1777
Total	2.6696	1.0700e- 003	0.0949	1.0000e- 005		2.1400e- 003	2.1400e- 003		2.1300e- 003	2.1300e- 003	0.0000	26.1144	26.1144	7.1000e- 004	4,8000e- 004	26,2767

#### 7.0 Water Detail

## 7.1 Mitigation Measures Water

#### 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## 10.0 Vegetation

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# Acorn Self Storage Bay Area AQMD Air District, Winter

## 1.0 Project Characteristics

#### 1.1 Land Usage

(lb/MWhr)

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	105.54	1000sqft	2.42	105,537.00	0
Parking Lot	7.00	Space	0.06	2,700.00	0
Single Family Housing	1.00	Dwelling Unit	0.32	1,800.00	3

(lb/MWhr)

#### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2018
Utility Company	Pacific Gas & Electr	ic Company			
CO2 Intensity	414.88	CH4 Intensity	0.029	N2O Intensity	.006

(lb/MWhr)

#### 1.3 User Entered Comments & Non-Default Data

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Project Characteristics - CO2 intensity factor adjusted based on PG&E's anticipated progress towards statewide RPS goals

Land Use - Site Plan

Construction Phase - based on information provided by applicant

Trips and VMT - based on information provided by applicant

Grading - based on information from applicant

Vehicle Trips - ITE Generation Rates Mini-Warehouse

Energy Use - Applicant Information

Construction Off-road Equipment Mitigation - Information from Applicant

Mobile Land Use Mitigation -

Energy Mitigation - Applicant Information

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100,00	250.00
tbiConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tbiConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tbiConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	10.00	131.00
tblConstructionPhase	NumDays	220.00	131.00
tblConstructionPhase	NumDays	6.00	67.00
tblConstructionPhase	NumDays	10.00	132.00
tblConstructionPhase	NumDays	3.00	5.00
tblConstructionPhase	PhaseEndDate	12/17/2018	6/29/2018
tblConstructionPhase	PhaseStartDate	6/16/2018	12/29/2017
tblGrading	AcresOfGrading	33.50	6.00
tblGrading	AcresOfGrading	7.50	0.00
tblGrading	Materiailmported	0.00	5,333.00
tblLandUse	LandUseSquareFeet	2,800.00	2,700.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	414.88
tblProjectCharacteristics	OperationalYear	2014	2018

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Da	ate:	6/1	0/201	16 1	12:42	PM	

tbiTripsAndVMT	HaulingTripLength	20.00	0.50
tblVehicleTrips	ST_TR	2.59	2.50
tbIVehicleTrips	ST_TR	10.08	9.52
tblVehicleTrips	SU_TR	2.59	2.50
tblVehicleTrips	SU_TR	8.77	9,52
tb!VehicleTrips	WD_TR	2.59	2.50
tblVehicleTrips	WD_TR	9.57	9.52

## 2.0 Emissions Summary

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## 2.1 Overall Construction (Maximum Daily Emission)

#### **Unmitigated Construction**

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2,5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Year					16/4	day							I6/d	day		
2017	23.2060	28.6660	23.8796	0.0380	6.2249	1.6628	7.7821	3.3481	1.5983	4.7807	0.0000	3,512.070 4	3,512.070 4	0.7511	0.0000	3,527.843
2018	22.6954	24.3145	22.8042	0.0380	0.6383	1.4272	2.0655	0.1717	1.3733	1.5450	0.0000	3,469.387 7	3,469.387 7	0.5511	0.0000	3,480.960 3
Total	45.9013	52.9805	46.6839	0.0760	6,8632	3.0900	9.8475	3,5198	2.9716	6.3257	0,0000	6,981.458 1	6,981.458 1	1.3022	0.0000	7,008.803 6

#### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N20	CO2e
Year		(1000) (65) (76) (6)			b/	day						Principal (1985) (15)	lb/c	lay		
2017	20.6041	24,2252	22.9364	0.0380	6.2249	0.9380	6.7591	3,3481	0.9358	3.8821	0.0000	3,512.070 4	3,512.070	0,7511	0.0000	3,527.843 3
2018	20.5543	24.0414	22.4604	0.0380	0.6383	0.9361	1.5744	0.1717	0.9341	1.1058	0.0000	3,469.387 7	3,469.387 7	0.5511	0.0000	3,480.960 3
Total	41.1584	48.2666	45.3968	0.0760	6.8632	1,8741	8.3335	3.5198	1.8699	4.9879	0.0000	6,981.458 1	6,981.458 1	1.3022	6.0000	7,008.803 6
	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2,5	PM2.5 Total	Bio- CO2	NBIo-CO2	Total CO2	CH4	N20	CO2e

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	10.33	8.90	2.76	0.00	0.00	39.35	15.37	0.00	37.07	21.15	0.00	0.00	0.00	0.00	0.00	0.00

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## 2.2 Overall Operational

#### **Unmitigated Operational**

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					16/	day							lb/d	day		
Area	4.6587	0.0275	2,5126	8.3000e- 004	! !	0,3392	0.3392	1 1 1 1 1	0.3392	0.3392	35.2335	13.7614	48.9950	0.0290	2.8200e- 003	50.4778
Energy	0.0124	0.1124	0.0907	6.8000e- 004	  -  -  -  -	8,5800e- 003	8,5800e- 003	! ! ! !	8.5800e- 003	8.5800e- 003		135.5336	135.5336	2.6000e- 003	2.4800e- 003	136.3584
Mobile	0.9627	2.4554	10.7002	0,0229	1.6810	0.0324	1.7134	0.4497	0.0299	0.4795	1 1 1	1,883.838 3	1,883.838 3	0.0740	i !	1,885.392 9
Total	5,6338	2.5953	13.3035	0.0244	1.6810	0,3802	2.0612	0,4497	0.3776	0.8273	35.2335	2,033.133 3	2,068.366 8	0.1056	5.3000e- 003	2,072.229 1

#### Mitigated Operational

in the second	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2,5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	COZe
Category			1775 (B) (B) (B)	MARKE SERVE	lb/4	day				edia as as al		AC 1840 (B) (18	lb/c	lay	650 (60 (1) );	
Area	2.6696	1.0700e- 003	0.0949	1.0000e- 005		2.1400e- 003	2.1400e- 003		2.1200e- 003	2,1200e- 003	0.0000	26.1144	26.1144	7.1000e- 004	4.8000e- 004	26.2767
Energy	8,8100e- 003	0.0797	0.0642	4.8000e- 004	 	6,0900e- 003	6.0900e- 003	       	6.0900e- 003	6.0900e- 003	*	96.1562	96.1562	1.8400e- 003	1,7600e- 003	96.7413
Mobile	0.9627	2.4554	10,7002	0,0229	1.6810	0.0324	1,7134	0,4497	0.0299	0.4795		1,883,838 3	1,883.838 3	0.0740	T	1,885.392 9
Total	3,6411	2.5362	10.8592	0.0234	1,6810	0.0406	1.7217	0.4497	0.0381	0.4878	0.0000	2,006.108 8	2,006.108 8	0.0766	2.2400e- 003	2,008.411 0

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	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	35.37	2.28	18,37	4.18	0.00	89,31	16.47	0.00	89,92	41.04	100.00	1,33	3.01	27.49	57.74	3.08

#### 3.0 Construction Detail

#### **Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/6/2017	3/10/2017	5	5	
2	Grading	Grading	3/11/2017	6/13/2017	5	67	
3	Paving	Paving	6/14/2017	12/14/2017	5	132	
4	Building Construction	Building Construction	12/15/2017	6/15/2018	5	131	t :
5	Architectural Coating	Architectural Coating	12/29/2017	6/29/2018	5	131	,

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6

Acres of Paving: 0

Residential Indoor: 3,645; Residential Outdoor: 1,215; Non-Residential Indoor: 158,427; Non-Residential Outdoor: 52,809 (Architectural

Coating - sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Scrapers	1	8.00	361	0.48
Site Preparation	Tractors/Loaders/Backhoes		7.00	97	0.37
Grading	Graders		8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	2	8,00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Cranes	1 1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0,45
Architectural Coating	Air Compressors	1	6.00	78	0.48

#### Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	12.40	7,30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	667.00	12.40	7.30	0.50	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	46.00	18.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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#### 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment Clean Paved Roads

#### 3.2 Site Preparation - 2017

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ib/	day							lb/c	lay		
Fugitive Dust		 	; ; ;	: : :	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	1	i i	0.0000			0.0000
Off-Road	± 2.5289	28.6230	17.1310	0.0238	i	1.3967	1.3967	<b>;</b> ; ; ;	1.2850	1.2850	<u>.</u>	2,439.436 0	2,439.436 0	0.7474		2,455.132 2
Total	2.5289	28.6230	17.1310	0,0238	0.0000	1,3967	1.3967	0.0000	1.2850	1.2850		2,439.436 0	2,439.436 0	0.7474		2,455.132 2

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3.2 Site Preparation - 2017
<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2,5	PM2,5 Total	Bio- CQ2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	#1 0.0000 #1 #1	0.0000	0,0000	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	1 1	0.0000
Vendor	0.0000	0.0000	0.0000	0000,0	0,000,0	0.0000	0.0000	0.0000	0.0000	0.0000	•	0.0000	0.0000	0.0000	1 ; 1 ;	0.0000
Worker	0.0289	0.0431	0.3932	8.6000e- 004	0.0754	5.8000e- 004	0.0760	0,0200	5.3000e- 004	0.0205		69.2078	69.2078	3,6500e- 003	·	69.2845
Total	0.0289	0,0431	0.3932	8.6000e- 004	0.0754	5,8000e- 004	0.0760	0,0200	5.3000e- 004	0.0205		69.2078	69.2078	3.6500e- 003		69.2845

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N20	CO2e
Category				ing on the of	lb/c	day	10 (12 ft) (14 12 ft) (16 (14	00 00 00 00 00 00 00 00					lb/c	lay		
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	- K	£ 3	0.0000	ī t	!	0.0000
Off-Road	0.7332	19.4604	14.6507	0,0238	i——————	0.5363	0.5363		0.5363	0.5363	0.0000	2,439.436 0	2,439.436 0	0.7474	<del></del>	2,455.132 2
Total	0.7332	19.4604	14.6507	0,0238	0.0000	0.5363	0.5363	0.0000	0.5363	0.5363	0.0000	2,439.436 0	2,439.436 0	0.7474		2,455.132 2

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3.2 Site Preparation - 2017

<u>Mitigated Construction Off-Site</u>

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/i	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	i	0.0000
Worker	0.0289	0.0431	0.3932	8.6000e- 004	0.0754	5.8000e- 004	0.0760	0.0200	5.3000e- 004	0.0205		69.2078	69.2078	3.6500e- 003	y	69.2845
Total	0.0289	0.0431	0,3932	8.6000e- 004	0.0754	5.8000e- 004	0,0760	0,0200	5.3000e- 004	0.0205		69.2078	69.2078	3,6500e- 003		69,2845

## 3.3 Grading - 2017

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2,5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	10 m				lb/	day							lb/c	lay		
Fugitive Dust		t t	1	(	6.1261	0.0000	6.1261	3.3219	0.0000	3.3219	4 R 4 R 5 R 5 R 5 R 5 R 5 R 5 R 5 R 5 R	·	0.0000		i i	0.0000
Off-Road	2.6973	28.1608	18.9679	0.0206	1 	1.5550	1.5550		1,4306	1.4306	#	2,104.573 7	2,104.573 7	0.6448	; ; ;	2,118.115 3
Total	2,6973	28,1608	18.9679	0.0206	6.1261	1.5550	7.6811	3,3219	1.4306	4.7525		2,104.573 7	2,104.573 7	0.6448		2,118.115

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3.3 Grading - 2017
<u>Unmitigated Construction Off-Site</u>

es placetis	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/e	day							lb/d	day		
Hauling	0.1310	0.2777	2.2743	3.8000e- 004	4.5400e- 003	1.4200e- 003	5,9600e- 003	1.2600e- 003	1.2900e- 003	2.5500e- 003		34.3126	34.3126	7.1000e- 004	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	34,3275
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,000,0	0,0000	#	0,000,0	0.0000	0,0000	, , , , , , , , , , , , , , , , , , ,	0.0000
Worker	0.0361	0.0538	0.4915	1.0700e- 003	0.0943	7.2000e- 004	0.0950	0.0250	6,7000e- 004	0,0257	#	86,5098	86,5098	4.5700e- 003		86.6057
Total	0.1671	0.3315	2.7658	1,4500e- 003	0.0988	2.1400e- 003	0.1010	0.0263	1.9600e- 003	0.0282		120.8224	120.8224	5.2800e- 003		120,9331

	ROG	NOX	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2,5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/c	lay		
Fugitive Dust	31 25 RE	1	1 1 1		6,1261	0.0000	6.1261	3.3219	0.0000	3.3219		i ,	0.0000		i 1 1	0,0000
Off-Road	0.7097	17.9743	13,4314	0.0206		0.5321	0.5321	<del> </del>	0.5321	0.5321	0.0000	2,104.573 7	2,104.573 7	0.6448	; ; ; ;	2,118.115 3
Total	0.7097	17.9743	13.4314	0,0206	6.1261	0.5321	6.6581	3.3219	0.5321	3,8539	0.000	2,104.573 7	2,104.573 7	0.6448		2,118.115 3

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3.3 Grading - 2017

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					Ib/	day							15/0	iay		
Hauling	0.1310	0.2777	2.2743	3.8000e- 004	4.5400e- 003	1.4200e- 003	5,9600e- 003	1.2600e- 003	1.2900e- 003	2.5500e- 003	1	34.3126	34.3126	7.1000e- 004		34,3275
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0538	0.4915	1.0700e- 003	0.0943	7.2000e- 004	0.0950	0.0250	6.7000e- 004	0.0257	*	86.5098	86.5098	4.5700e- 003		86.6057
Total	0.1671	0.3315	2.7658	1,4500e- 003	0.0988	2.1400e- 003	0.1010	0.0263	1.9600e- 003	0.0282		120,8224	120.8224	5.2800e- 003		120.9331

3.4 Paving - 2017

	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day							lb/c	lay		
Off-Road	1.6402	16.4619	12.0566	0,0176	1.0230	1.0230		0.9423	0.9423		1,777.474 5	1,777,474 5	0.5344	1	1,788.696 6
	1.1900e- 003		: :		0.0000	0.0000	· · · · · · · · · · · · · · · · · · ·	0.0000	0.0000	1		0.0000	**** ****	1 1	0.0000
Total	1.6413	16.4619	12.0566	0.0176	1_0230	1.0230		0.9423	0.9423		1,777,4 <b>7</b> 4 5	1,777.474 5	0.5344		1,788.696 6

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3.4 Paving - 2017
<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2,5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1	0.0000	0.0000	0.0000	; ;	0.0000
Vendor	0.0000	0.0000	0.0000	0.000.0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	í ! !	0.0000
Worker	0.0542	0.0807	0.7373	1.6100e- 003	0.1415	1.0800e- 003	0.1425	0.0375	1,0000e- 003	0.0385		129.7647	129.7647	6.8500e- 003		129,9085
Total	0.0542	0.0807	0.7373	1.6100e- 003	0.1415	1.0800e- 003	0.1425	0.0375	1,0000e- 003	0.0385		129.7647	129.7647	6.8500e- 003		129.9085

	ROG	NOx	CO	SO2	Fugitive Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2,5	PM2.5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day							lb/c	day		
Off-Road	0,7250	15.4034	12.7897	0.0176	0.5516	0.5516	t :	0.5516	0,5516	0.0000	1,777.474 5	1,777.474 5	0,5344	: 1 : 1	1,788.696 6
Paving	1.1900e- 003	 	t t	1 1 1 t	0.0000	0.0000	1 1	0.0000	0.0000			0.0000	1 1 1 1	1 1 1 1 1	0.0000
Total	0.7262	15.4034	12.7897	0.0176	0.5516	0.5516		0.5516	0.5516	00000	1,777.474 5	1,777.474 5	0.5344		1,788.696 6

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3.4 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2,5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/d	day							lb/d	day		
Hauling	0.0000	0,0000	0.0000	0.0000	0.0000	0.000.0	0.0000	0.0000	0.0000	0.0000		0.0000	0,000,0	0.0000	1	0.0000
Vendor	0.0000	0,000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	•	0.0000	0,0000	0.0000	1	0.0000
Worker	0,0542	0.0807	0.7373	1.6100e- 003	0.1415	1.0800e- 003	0.1425	0.0375	1.0000e- 003	0.0385	#	129.7647	129.7647	6.8500e- 003	1	129.9085
Total	0,0542	0.0807	0.7373	1.6100e- 003	0,1415	1.0800e- 003	0.1425	0.0375	1.0000e- 003	0.0385		129,7647	129.7647	6.8500e- 003		129.9085

## 3.5 Building Construction - 2017

	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2,5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day							lb/d	iay		
Off-Road	3.3275	22.8585	16.2492	0,0249	1.4621	1.4621		1.3998	1.3998	1	2,334,850 3	2,334.850 3	0.5189	: :	2,345.747 9
Total	3.3275	22.8585	16.2492	0.0249	1.4621	1,4621		1.3998	1.3998		2,334.850 3	2,334.850 3	0.5189		2,345.747 9

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3.5 Building Construction - 2017 Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					167	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	1 1	0.0000
Vendor	0,2330	1.6365	3.0589	4.2700e- 003	0.1197	0.0234	0,1431	0.0342	0.0215	0.0557		419.9683	419.9683	3,3200e- 003	1 1 1 1	420,0380
Worker	0.1661	0.2476	2.2611	4.9200e- 003	0.4338	3,3200e- 003	0.4371	0,1151	3.0600e- 003	0.1181		397.9450	397.9450	0.0210		398.3860
Total	0.3991	1.8841	5.3200	9.1900e- 003	0.5535	0.0267	0.5802	0.1492	0.0246	0.1738		817.9133	817.9133	0.0243		818,4240

	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2,5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day	60 (90 (85) (6 8 (87) (6 (4)						lb/c	lay		
Off-Road	0.9440	19.9403	15.3416	0.0249	0,8155	0.8155	i i i	0.8155	0.8155	0.0000	2,334.850 3	2,334.850 3	0.5189	1	2,345.747 9
Total	0.9440	19.9403	15.3416	0.0249	0.8155	0.8155		0.8155	0.8155	0.0000	2,334.850 3	2,334.850 3	0,5189		2,345.747 9

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3.5 Building Construction - 2017

## Mitigated Construction Off-Site

164714460181	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N20	CO2e
Category					lb/	day							Jb/d	day		
Hauling	0.0000	0.0000	0,000,0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.000.0	0.0000		0.0000
Vendor	0.2330	1,6365	3.0589	4.2700e- 003	0.1197	0.0234	0.1431	0.0342	0.0215	0.0557	i i	419.9683	419.9683	3.3200e- 003	# 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	420.0380
Worker	0.1661	0.2476	2.2611	4.9200e- 003	0.4338	3.3200e- 003	0.4371	0.1151	3.0600e- 003	0.1181		397.9450	397.9450	0.0210	1	398.3860
Total	0.3991	1.8841	5.3200	9,1900e- 003	0.5535	0.0267	0,5802	0.1492	0.0246	0.1738		817.9133	817.9133	0.0243		818.4240

## 3.5 Building Construction - 2018

	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive Exhaust PM2.5	PM2.5 Total	Bio- CO2 NBio	o- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day						lb/d	ay		
Off-Road	2.9004	20.5600	15.6637	0.0249	1.2511	1.2511	1.1992	1.1992	2,3	17.208 9	2,317.208 9	0.4980		2,327.666 4
Total	2,9004	20.5600	15.6637	0.0249	1.2511	1.2511	1.1992	1.1992	2,31	17,208 9	2,317.208 9	0.4980		2,327.666 4

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# 3.5 Building Construction - 2018 <u>Unmitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/v	day							lb/d	Jay		
Hauling	0,0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	1 1 1 1 1 1	0.0000	0.0000	0.0000	1 1	0.0000
Vendor	0,2051	1.4821	2.8778	4,2600e- 003	0.1197	0.0217	0.1413	0.0342	0.0199	0.0541	#	412.5834	412.5834	3.2600e- 003	· · · · · · · · · · · · · · · · · · ·	412,6519
Worker	0.1478	0.2230	2.0144	4.9200e- 003	0.4338	3.2100e- 003	0.4370	0.1151	2.9700e- 003	0.1180		383.1774	383.1774	0.0193	1 1	383,5830
Total	0.3528	1,7051	4,8922	9.1800e- 003	0.5534	0.0249	0.5783	0.1492	0.0229	0.1721		795.7608	795.7608	0.0226		796.2349

	ROG	NOX	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bìo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day							lb/c	lay		
Off-Road	0.9440	19.9403	15.3416	0.0249	0.8155	0.8155	; ; l ; ; ;	0.8155	0,8155	0.0000	2,317.208 9	2,317,208 9	0.4980		2,327.666 4
Total	0,9440	19.9403	15.3416	0.0249	0.8155	0.8155		0.8155	0.8155	0,000,0	2,317.208 9	2,317.208 9	0,4980		2,327.666 4

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# 3.5 Building Construction - 2018

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N20	CO2e
Category					lb/	day							lb/d	ay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	, ,	0.0000	0.0000	0.0000	: : :	0.0000
Vendor	0.2051	1.4821	2.8778	4.2600e- 003	0.1197	0.0217	0.1413	0.0342	0.0199	0.0541		412.5834	412.5834	3.2600e- 003	, , ,	412.6519
Worker	0.1478	0.2230	2.0144	4.9200e- 003	0,4338	3.2100e- 003	0.4370	0.1151	2.9700e- 003	0.1180		383.1774	383.1774	0.0193	t t t	383.5830
Total	0.3528	1.7051	4,8922	9.1800e- 003	0.5534	0.0249	0,5783	0.1492	0.0229	0.1721		795.7608	795.7608	0.0226		796.2349

## 3.6 Architectural Coating - 2017

	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2,5	PM2.5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day							lb/c	day		
Archit, Coating	19.1146			1 r	0.0000	0.0000	1 1	0,0000	0.0000	<u> </u>		0.0000	1 1		0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e- 003	0.1733	0.1733	1 1 1	0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	19.4469	2.1850	1.8681	2.9700e- 003	0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

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3.6 Architectural Coating - 2017

<u>Unmitigated Construction Off-Site</u>

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2 NBio-	- GO2 Total CO2	CH4	N2O	CO2e
Category					lb/	day						lb	/day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0	0.0000	0.0000	: :	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.000.0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0	0.0000	0.0000		0.0000
Worker	0.0325	0.0484	0.4424	9.6000e- 004	0,0849	6.5000e- 004	0.0855	0.0225	6,0000e- 004	0.0231	77.8	77.8588	4.1100e- 003	1 1 1	77.9451
Total	0.0325	0.0484	0.4424	9,6000e- 004	0.0849	6.5000e- 004	0.0855	0,0225	6.0000e- 004	0,0231	77.8	3588 77.8588	4.1100e- 003		77.9451

	ROG	NOx	ေ	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O CO2
Category					lb/day		10 (10 (2) (3) (3) (3) (4)					lb/d	day	
Archit. Coating	19,1146	 		: :	0.0000	0.0000	1 1	0,0000	0.0000	e de de	1	0.0000		0.000
Off-Road	0.1139	2.3524	1.8324	2.9700e- 003	0.0951	0.0951	<del></del>	0.0951	0,0951	0.0000	281.4481	281.4481	0.0297	282.07
Total	19.2285	2.3524	1.8324	2.9700e- 003	0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281,4481	0.0297	282.07

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## 3.6 Architectural Coating - 2017 Mitigated Construction Off-Site

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2 N	Bio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0,0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0325	0.0484	0.4424	9.6000e- 004	0.0849	6.5000e- 004	0.0855	0.0225	6,0000e- 004	0.0231		77.8588	77.8588	4.1100e- 003		77.9451
Total	0.0325	0.0484	0.4424	9.6000e- 004	0.0849	6.5000e- 004	0.0855	0.0225	6,0000e- 004	0.0231		77.8588	77.8588	4,1100e- 003		77.9451

## 3.6 Architectural Coating - 2018 <u>Unmitigated Construction On-Site</u>

	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive Exhaus PM2.5 PM2.5		Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day						lb/d	day		
Archit. Coating	19,1146	1	i i	!	0.0000	0.0000	0.0000	0.0000	# 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0.0000	1 1		0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e- 003	0.1506	0.1506	0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	19,4132	2.0058	1.8542	2.9700e- 003	0.1506	0.1506	0.1506	0.1506		281,4485	281.4485	0.0267		282.0102

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# 3.6 Architectural Coating - 2018 Unmitigated Construction Off-Site

	ROG	NOx	CO	S02	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Category	92.000.792.1199				lb/o	day	9 23 72 (43) 10 23 (42)				0.000 (0.000)		lb/c	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	***************************************	0.0000	0.0000	0.0000	· · · · · · · · · · · · · · · · · · ·	0.0000
Worker	0,0289	0.0436	0,3941	9.6000e- 004	0.0849	6.3000e- 004	0.0855	0.0225	5.8000e- 004	0.0231	*	74.9695	74.9695	3.7800e- 003	1	75.0488
Total	0.0289	0.0436	0.3941	9.6000e- 004	0.0849	6,3000e- 004	0.0855	0.0225	5.8000e- 004	0.0231	None of the Control o	74.9695	74.9695	3.7800e- 003		75,0488

	ROG	NOx	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N20	CO2e
Category					lb/c	lay							lb/d	day		
Archit. Coating	19.1146				: 3 : !	0.0000	0.0000	1 1 1 1	0.0000	0.0000	7 4 1 1		0.0000	i i	; ;	0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e- 003	;; :	0.0951	0.0951	i 1 1 1 1 2	0,0951	0.0951	0.0000	281.4485	281.4485	0.0267	: : : : : : : : : : : : : : : : : : :	282.0102
Total	19.2285	2.3524	1,8324	2.9700e- 003		0.0951	0,0951		0.0951	0.0951	0.0000	281.4485	281.4485	0.0267		282.0102

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# 3.6 Architectural Coating - 2018 Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2,5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	0.0000	1	0.0000	0.0000	0.0000	1	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0,0000	0.0000	*	0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0436	0.3941	9.6000e- 004	0.0849	6.3000e- 004	0.0855	0,0225	5.8000e- 004	0.0231	#	74.9695	74.9695	3.7800e- 003	i !	75.0488
Total	0.0289	0.0436	0.3941	9.6000e- 004	0.0849	6,3000e- 004	0.0855	0.0225	5,8000e- 004	0.0231		74.9695	74.9695	3.7800e- 003		75.0488

## 4.0 Operational Detail - Mobile

#### 4.1 Mitigation Measures Mobile

65,000,000	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O CO2e
Category					Ib/e	day							lb/	day	
Mitigated	0.9627	2.4554	10.7002	0.0229	1.6810	0.0324	1.7134	0.4497	0.0299	0.4795	# # # #	1,883.838 3	1,883.838 3	0.0740	1,885.392 9
Unmitigated	0.9627	2.4554	10.7002	0.0229	1.6810	0.0324	1.7134	0.4497	0.0299	0.4795		1,883.838 3	1,883.838 3	0.0740	1,885.392 9

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## 4.2 Trip Summary Information

	Aver	age Daily Trip Ra	ite	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	263.84	263.84	263.84	770,291	770,291
Single Family Housing	9.52	9.52	9.52	21,252	21,252
Total	273.36	273.36	273.36	791,543	791,543

#### 4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	МНД	HHD	OBUS	UBUS	MCY	SBUS	MH
0.546229	0.063048	0.174586	0.122573	0.033968	0.004845	0.015596	0.024745	0.002089	0.003270	0.006707	0.000678	0.001667
<u> </u>	T	1				1	1					

## 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Exceed Title 24

Kilowatt Hours of Renewable Electricity Generated

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	ROG	NOx	co	SO2	Fugitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/day							lb/	day		
NaturalGas Mitigated	8.8100e- 003	0.0797	0.0642	4.8000e- 004	6,0900e- 003	6,0900e- 003		6,0900e- 003	6.0900e- 003		96.1562	96.1562	1.8400e- 003	1.7600e- 003	96.7413
NaturalGas Unmitigated	0.0124	0.1124	0.0907	6,8000e- 004	8,5800e- 003	8.5800e- 003		8,5800e- 003	8.5800e- 003	*	135.5336	135.5336	2,6000e- 003	2.4800e- 003	136.3584

## 5.2 Energy by Land Use - NaturalGas

<u>Unmitigated</u>

	NaturaiGa s Use	ROG	NOX	ဝ	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/k	day							lb/s	day		
Single Family Housing	96.6656	1.0400e- 003	8.9100e- 003	3.7900e- 003	6.0000e- 005		7.2000e- 004	7.2000e- 004	1	7.2000e- 004	7.2000e- 004		11.3724	11.3724	2.2000e- 004	2.1000e- 004	11.4416
Unrefrigerated Warehouse-No	1055.37	0.0114	0.1035	0.0869	6.2000e- 004		7,8600e- 003	7.8600e- 003		7.8600e- 003	7.8600e- 003		124.1612	124.1612	2,3800e- 003	2.2800e- 003	124.9168
Parking Lot	0	0.000.0	0000,0	0.000.0	0.0000	1	0.0000	0.0000		0.0000	0.0000	,	0.0000	0000,0	0.0000	0.0000	0.000.0
Total		0.0124	0,1124	0.0907	6,8000e- 004		8.5800e- 003	8.5800e- 003		8,5800e- 003	8.5800e- 003		135.5336	135.5336	2,6000e- 003	2.4900e- 003	136.3584

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## 5.2 Energy by Land Use - NaturalGas

<u>Mitigated</u>

	Natura Ga s Use	ROG	NOx	co	S02	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr					lb/da	ay							lb/d	lay		
Unrefrigerated Warehouse-No	0.744831	8.0300e- 003	0.0730	0.0613	4.4000e- 004	; ; ;	5.5500e- 003	5,5500e- 003	i :	5.5500e- 003	5.5500e- 003	-	87.6272	87.6272	1.6800e- 003	1.6100e- 003	88.1605
Parking Lot	, 0	0.0000	0.0000	0.0000	0,000,0	1 1 1 1	0.0000	0.0000		0.0000	0.0000		0.0000	0,000,0	0.0000	0.0000	0.0000
Single Family Housing	0.0724962	7.8000e- 004	6.6800e- 003	2.8400e- 003	4.0000e- 005	1 1 1 1 1 1	5.4000e- 004	5.4000e- 004		5.4000e- 004	5.4000e- 004	# ! !	8.5290	8.5290	1.6000e- 004	1.6000e- 004	8.5809
Total		8,8100e- 003	0,0797	0.0642	4.8000e- 004		6.0900e- 003	6.0900e- 003		6.0900e- 003	6,0900e- 003		96.1562	96.1562	1.8400e- 003	1.7700e- 003	96.7413

#### 6.0 Area Detail

## 6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	8	SO2	Fügitive Exhaust PM10 PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N20	CO2e
Category	1000 (600 (691 to				lb/day							lb/c	day		
Mitigated	2.6696	1.0700e- 003	0.0949	1.0000e- 005	2,1400e- 003	2.1400e- 003	; ; 1 ; 1 ;	2.1200e- 003	2,1200e- 003	0.0000	26.1144	26.1144	7.1000e- 004	4,8000e- 004	26.2767
Unmitigated	4.6587	0.0275	2.5126	8.3000e- 004	0.3392	0.3392	· · · · · ·	0,3392	0.3392	35,2335	13,7614	48.9950	0.0290	2.8200e- 003	50.4778

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## 6.2 Area by SubCategory

**Unmitigated** 

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBIo- CO2	Total CO2	CH4	N2O	CO2e
SubCategory ///	umasa dipesalah	Saladores arasine	prozesy operation of	Situation vanisme	lb/d	iay	et esternas referencis	konapa sasonnya v	KARIDATAKA (MASA)	50 (500 V0000 1966 A15)	i siga Karesin Maran Nikil		www.ese.com/db/d	lay	/eg: (\$10 mm mm)	tion beginning
Architectural Coating	0.3087	i i		1	11111	0.000.0	0.0000		0.0000	0.0000			0.0000		1	0.0000
Consumer Products	2,3548	;		;		0.000.0	0.0000		0.0000	0.0000	<del>2</del>		0.0000		i : :	0.0000
Hearth	1.9915	0.0264	2.4179	8.3000e-		0.3387	0.3387	j	0.3387	0.3387	35.2335	13,5882	48,8218	0.0288	2.8200e- 003	50.3001
Landscaping	3.6700e- 003	1.0700e- 003	0.0947	1.0000e- 005		5.0000e- 004	5.0000e- 004		5.0000e- 004	5.0000e- 004	<u>+</u>	0.1732	0.1732	2.1000e- 004	: : :	0.1777
Total	4.6586	0.0275	2.5126	8.4000e- 004		0.3392	0.3392		0,3392	0.3392	35,2335	13.7614	48.9950	0.0290	2.8200e- 003	50.4778

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#### 6.2 Area by SubCategory

#### **Mitigated**

	ROG	NOX	co	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2,5	Exhaust PM2.5	PM2.5 Total	Blo- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory					lb/c	lay							lb/c	lay		
Architectural Coating	0.3087	, , , ,	t t			0.0000	0.0000	: : :	0.0000	0.0000			0.0000		1 1	0.0000
Consumer Products	2.3548	in	i			0.0000	0.0000	<u>i                                     </u>	0,000,0	0.0000		i	0,0000		i	0.0000
Hearth	2.3800e-	0.0000	1.3000e- 004	0.0000		1.6400e- 003	1.6400e- 003	1 1 1 1	1.6300e- 003	1.6300e- 003	0.0000	25.9412	25.9412	5.0000e- 004	4.8000e- 004	26.0991
Landscaping	3,6700e- 003	1.0700e- 003	0.0947	1.0000e- 005		5.0000e- 004	5.0000e- 004	<del>,</del>	5.0000e- 004	5.0000e- 004	<u>.</u> 1 1 1	0.1732	0.1732	2.1000e- 004	E :	0.1777
Total	2.6696	1,0700e- 003	0.0949	1,0000e- 005		2.1400e- 003	2.1400e- 003		2.1300e- 003	2.1300e- 003	0.0000	26.1144	26,1144	7.1000e- 004	4.8000e- 004	26.2767

#### 7.0 Water Detail

#### 7.1 Mitigation Measures Water

#### 8.0 Waste Detail

#### 8.1 Mitigation Measures Waste

# 9.0 Operational Offroad

			Discourance of the Control of the Co			
and the second s	Programme and the Control of the Con	<ul> <li>Communicación de compresentación de contractor de contractor de conferencia de contractor de contract</li></ul>		CATCALA LO FORCA A GRADA PROPERTO - LA CEL GRADA DE LA CATA	Copyride sala and the residence of the control of t	All and receive the analysis of the Salah Salah Salah
Equipment Type	Number	Hours/Dav	Davs/	rear l	orse Power Load Factor	-uellype
Equipment type	140111001	, .ou.o. Duj	~~, ~, ~, ~, ~, ~, ~, ~, ~, ~, ~, ~, ~,		0100 1 01101	
	44914455444111106446644664464466	16622/6034602032360360377766378603876350350377				
The state of the s				The second secon	The state of the s	

## 10.0 Vegetation

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# **Acorn Self Storage**

#### Bay Area AQMD Air District, Mitigation Report

## **Construction Mitigation Summary**

Phase	ROG	NOx	co	SO2	Exhaust PM10	Exhaust PM2,5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
				Percent	Reduction	27.0007.1150		(4) (3) (3) (4)		//jsgeni025000		
Architectural Coating	0.01	و-0.17	0.01	0.00	0,37	0.37	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.61	0,04	0.02	0.00	0.35	0.32	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.70	0.36	0.26	0.00	0.66	0,63	0.00	0,00	0.00	0.00	0.00	0.00
Paving	0.54	0.06	-0.06	0.00	0.46	0.41	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.70	0.32	0.14	0.00	0.62	0.58	0.00	0.00	0.00	0.00	0.00	0.00

**OFFROAD Equipment Mitigation** 

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Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	Tier 2	1	1	No Change	0.00
Cement and Mortar Mixers	Diesel	Tier 2	1 1	1	No Change	0.00
Cranes	Diesel	Tier 2	1	1	No Change	0.00
Forklifts	Diesel	Tier 2	2	2	No Change	0.00
Generator Sets	Diesel	Tier 2	1 1	1	No Change	0.00
Graders	Diesel	Tier 2	2	2	No Change	0.00
Pavers	Diesel	Tier 2	1	1	No Change	0.00
Paving Equipment	Diesel	Tier 2	1	1	No Change	0.00
Rollers	Diesel	Tier 2	2	2	No Change	0.00
Rubber Tired Dozers	Diesel	Tier 2	1	1	No Change	0.00
Scrapers	Diesel	Tier 2	1	1	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	Tier 2	5	5	No Change	0.00
Welders	Diesel	Tier 2	: 3	3	No Change	0.00

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Equipment Type	ROG	NOx	co	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
		Ür	nmitigated tons/yr						Unmitiga	ted mt/yr		
Air Compressors	1.95800E-002	1.31470E-001	1.21460E-001	1.90000E-004	9.87000E-003	9.87000E-003	0.00000E+000	1.67238E+001	1.67238E+001	1.59000E-003	0.00000E+000	1.67572E+001
Cement and Mortar Mixers	3.88000E-003	2.43200E-002	2.03500E-002	5.00000E-005	9.70000E-004	9.70000E-004	0.00000E+000	3.02462E+000	3.02462E+000	3.10000E-004	0.00000E+000	3.03122E+000
Cranes	3.70700E-002	4.42700E-001	1.63200E-001	3.70000E-004	1.92200E-002	1.76800E-002	0.00000E+000	3.37987E+001	3.37987E+001	1.05100E-002	0.00000E+000	3.40193E+001
Forklifts	2.07400E-002	1.82900E-001	1.39200E-001	1.70000E-004	1.46400E-002	1.34700E-002	0.00000E+000	1.60133E+001	1.60133E+001	4.98000E-003	0.00000E+000	1.61179E+001
Generator Sets	3.34600E-002	2.71360E-001	2.45590E-001	4.30000E-004	1.73700E-002	1.73700E-002	0.00000E+000	3.70211E+001	3.70211E+001	2.70000E-003	0.00000E+000	3.70778E+001
Graders	3.42900E-002	3.47090E-001	1.74170E-001	2.20000E-004	1.95000E-002	1.79400E-002	0.00000E+000	2.08232E+001	2.08232E+001	6.38000E-003	0.00000E+000	2.09572E+001
Pavers	2.37700E-002	2.66030E-001	1.87180E-001	3.00000E-004	1,30900E-002	1.20400E-002	0.00000E+000	2.76627E+001	2.76627E+001	8.48000E-003	0.00000E+000	2.78407E+001
Paving Equipment	1.86600E-002	2.12260E-001	1.67420E-001	2.60000E-004	1.06000E-002	9.75000E-003	0.00000E+000	2.45695E+001	2.45695E+001	7.53000E-003	0.00000E+000	2.47275E+001
Rollers	4.10400E-002	3.82980E-001	2.62790E-001	3.50000E-004	2.77500E-002	2.55300E-002	0.00000E+000	3.21122E+001	3.21122E+001	9.84000E-003	0.00000E+000	3.23188E+001
Rubber Tired Dozers	3.98800E-002	4.41950E-001	3.33010E-001	3.00000E-004	2.05300E-002	1.88900E-002	0.00000E+000	2.76558E+001	2.76558E+001	8.47000E-003	0.00000E+000	2.78337E+001
Scrapers	3.25000E-003	4.08000E-002	2.55000E-002	4.00000E-005	1,64000E-003	1.51000E-003	0.00000E+000	3.45491E+000	3.45491E+000	1.06000E-003	0.00000E+000	3.47714E+000
Tractors/Loaders/ Backhoes	5.34500E-002	5.16890E-001	4.18600E-001	5.50000E-004	3.83600E-002	3.52900E-002	0.00000E+000	5.05735E+001	5.05735E+001	1.55600E-002	0.00000€+000	5.09002E+001
Welders	8.77800E-002	3.31470E-001	3.66180E-001	5.00000E-004	2.25500E-002	2.25500E-002	0.00000E+000	3.69854E+001	3.69854E+001	7.17000E-003	0.00000E+000	3.71359E+001

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Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
		M	itigated tons/yr						Mitigate	ed mt/yr		o la legación se se se
Air Compressors	7.46000E-003	1.54080E-001	1.20020E-001	1.90000E-004	6.23000E-003	6.23000E-003	0.00000E+000	1.67238E+001	1.67238E+001	1.59000E-003	0.00000E+000	1.67572E+00°
Cement and Mortar Mixers	0.000000E+000	0.00000E+000	0.00000E+000	5,00000E-005	0,00000E+000	0.00000E+000	0.00000E+000	3.02462E+000	3.02462E+000	3,10000E-004	0.00000E+000	3.03121E+000
Cranes	9.09000E-003	3.14210E-001	1.96850E-001	3.70000E-004	6.66000E-003	6.66000E-003	0.00000E+000	3.37986E+001	3.37986E+001	1.05100E-002	0.00000E+000	3.40193E+001
Forklifts	8.28000E-003	1.70930E-001	1.33140E-001	1.70000E-004	6.91000E-003	6.91000E-003	0.00000E+000	1.60133E+001	1.60133E+001	4.98000E-003	0.00000E+000	1.61178E+001
Generator Sets	1.65200E-002	3.41090E-001	2.65690E-001	4.30000E-004	1,37900E-002	1.37900E-002	0.00000E+000	3.70210E+001	3.70210Ë+001	2.70000E-003	0,00000E+000	3.70777E+001
Graders	8.61000E-003	1.88880E-001	1.67600E-001	2.20000E-004	5.80000E-003	5.80000E-003	0.00000E+000	2.08232E+001	2.08232E+001	6.38000E-003	0.00000E+000	2.09572E+00
Pavers	1.16100E-002	2.54840E-001	2.26110E-001	3.00000E-004	7.82000E-003	7.82000E-003	0.000000E+000	2,76627E+001	2.76627E+001	8.48000E-003	0.00000E+000	2.78407E+001
Paving Equipment	1.03500E-002	2.27170E-001	2,01570E-001	2.60000E-004	6,97000E-003	6.97000E-003	0.00000E+000	2.45694E+001	2.45694E+001	7.53000E-003	0.00000E+000	2.47275E+00°
Rollers	1.62800E-002	3.36170E-001	2,61860E-001	3.50000E-004	1.35900E-002	1.35900E-002	0.00000E+000	3.21122E+001	3.21122E+001	9.84000E-003	0.00000E+000	3.23188E+001
Rubber Tired Dozers	7.23000E-003	2.50100E-001	1.56690E-001	3,00000E-004	5.30000E-003	5.30000E-003	0.00000E+000	2.76558E+001	2.76558E+001	8.47000E-003	0.00000E+000	2.78337E+001
Scrapers	9.20000E-004	2.89600E-002	1.98600E-002	4.00000E-005	6.70000E-004	6.70000E-004	0.00000E+000	3,45490E+000	3.45490E+000	1.06000E-003	0.00000E+000	3.47713E+000
Tractors/Loaders/Backhoes	2.56100E-002	5.28990E-001	4.12060E-001	5.50000E-004	2.13800E-002	2.13800E-002	0.00000E+000	5.05734E+001	5.05734E+001	1,55600E-002	0.00000E+000	5.09002E+001
Welders	2.08000E-002	3.32150E-001	2.94130E-001	5.00000E-004	2,00900E-002	2.00900E-002	0.00000E+000	3.69853E+001	3.69853E+001	7.17000E-003	0.00000E+000	3.71359E+001

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Equipment Type	ROG	NOx	co	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
				200	Pe	rcent Reduction						
Air Compressors	6.18999E-001	-1.71978E-001	1.18558E-002	0.00000E+000	3.68794E-001	3.68794E-001	0.00000€+000	1.19590E-006	1.19590E-006	0.00000E+000	0.00000E+000	1.19351E-006
Cement and Mortar Mixers	1.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	3.29900E-006
Cranes	7.54788E-001	2.90242E-001	-2,06189E-001	0.00000E+000	6.53486E-001	6.23303E-001	0.00000€+000	1.18348E-006	1.18348E-006	0.00000E+000	0.00000E+000	1.17580E-006
Forklifts	6.00771E-001	6.54456E-002	4.35345E-002	0.00000E+000	5.28005E-001	4.87008E-001	0.00000E+000	1.24896E-006	1.24896E-006	0.00000E+000	0.00000E+000	1.24086E-006
Generator Sets	5.06276E-001	-2.56965E-001	-8.18437E-002	0.00000E+000	2.06102E-001	2.06102E-001	0.00000E+000	1.35058E-006	1.35058E-006	0.00000E+000	0.00000E+000	1.07881E-006
Graders	7,48906E-001	4.55818E-001	3.77218E-002	0.00000E+000	7.02564E-001	6.76700E-001	0.00000E+000	9.60467E-007	9.60467E-007	0.00000E+000	0.00000E+000	9.54327E-007
Pavers	5.11569E-001	4.20629E-002	-2.07982E-001	0.00000E+000	4.02597E-001	3.50498E-001	0.00000E+000	1.08449E-006	1.08449E-006	0.00000E+000	0.00000E+000	1.07756E-006
Paving Equipment	4.45338E-001	-7.02440E-002	-2.03978E-001	0.00000E+000	3,42453E-001	2,85128E-001	0.00000E+000	1.22103E-006	1.22103E-006	0.00000E+000	0.00000E+000	1.21322E-006
Rollers	6.03314E-001	1.22226E-001	3.53895E-003	0.00000E+000	5.10270E-001	4.67685E-001	0.00000E+000	1.24563E-006	1,24563E-006	0.00000E+000	0.00000E+000	9.28252E-007
Rubber Tired Dozers	8.18706E-001	4.34099E-001	5.29474E-001	0.00000E+000	7.41841E-001	7.19428E-001	0.00000E+000	1.08476E-006	1.08476E-006	0.00000E+000	0.00000E+000	1.07783E-006
Scrapers	7.16923E-001	2.90196E-001	2.21176E-001	0.00000E+000	5,91463E-001	5.56291E-001	0.00000E+000	2.89443E-006	2.89443E-006	0.00000E+000	0.00000E+000	2.87593E-006
Tractors/Loaders/Ba ckhoes	5.20861E-001	-2.34092E-002	1.56235E-002	0.00000E+000	4.42649E-001	3.94163E-001	0.00000E+000	1.18639E-006	1.18639E-006	0.00000E+000	0.00000E+000	1.17878E-006
Welders	7.63044E-001	-2.05147E-003	1.96761E-001	0.000+300000.0	1.09091E-001	1.09091E-001	0.00000E+000	1.08151E-006	1.08151E-006	0.00000E+000	0.00000E+000	1.07712E-006

# **Fugitive Dust Mitigation**

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
No	:Water Exposed Area	PM10 Reduction	0.00	PM2.5 Reduction		Frequency (per day)	

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No	Unpaved Road Mitigation	Moisture Content %	0.00 Vehicle Speed (mph)	0.00	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
Yes	Clean Paved Road	% PM Reduction	0.00		

		Unm	itigated	Mit	igated	Percent F	Reduction
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2:5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.01	0.00	0.01	0.00	0.00	0.00
Building Construction	Fugitive Dust	0,00	0.00	0.00	0.00	0,00	0.00
Building Construction	Roads	0.03	0,01	0.03	0.01	0.00	0.00
Grading	Fugitive Dust	0,21	0.11	0.21	0.11	0.00	0.00
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0,00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.01	0.00	0.01	0,00	0.00	0.00
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Roads	0,00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

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Date: 6/10/2016 12:52 PM

Category	ROG	NOx	co	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
			Percent	Reduction	20 10 10 10	10.00						
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.16	3.16	2.93	3.51	3,16
Hearth	99.85	100.00	100.00	100.00	99.32	99.32	100.00	-90.90	61.94	100.00	100.00	63,52
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0,00	0,00	0.00	0.00
Mobile	0.00	0.00	0.00	0,00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	29.07	29.06	29.24	25.00	29.30	29.30	0.00	29.05	29.05	27.91	26.83	29.05
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.16	0.02
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## **Operational Mobile Mitigation**

## Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value
No	Land Use	Increase Density	0.00	[ [		1
No	Land Use	Increase Diversity	0.01	0.16		## * * * * * * * * * * * * * * * * * *
No	Land Use	Improve Walkability Design	0.00	j		
No	Land Use	Improve Destination Accessibility	0.00		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
No	Land Use	Increase Transit Accessibility	0.25	i	**************************************	
No	Land Use	Integrate Below Market Rate Housing	0.00	j		
	Land Use	Land Use SubTotal	0.00	i	***************************************	

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No	Neighborhood Enhancements	Improve Pedestrian Network	,	 	
			19 19 10 10		
No	Neighborhood Enhancements	Provide Traffic Calming Measures	, , , , , , , , , , , , , , , , , , , ,	 ! ! !	
No	Neighborhood Enhancements	Implement NEV Network	0.00		
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00	 1 1 1	
		·}	0.00	 ] 	
No	Parking Policy Pricing	Limit Parking Supply		   	
No	Parking Policy Pricing	Unbundle Parking Costs	0.00	 1 1 1	***
No	;Parking Policy Pricing	On-street Market Pricing	0.00	 ; ; 	
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00	[ ]	
No	Transit Improvements	Provide BRT System	0.00	1 1	
No	Transit Improvements	Expand Transit Network	0.00	F	
No	Transit Improvements	Increase Transit Frequency	0.00	 	
	Transit Improvements	Transit Improvements Subtotal	0.00	1	
	1 1	Land Use and Site Enhancement Subtotal	0.00	l l	
No	Commute	Implement Trip Reduction Program		1	
No	Commute	Transit Subsidy		1 1 1	
No	Commute	Implement Employee Parking "Cash Out"	1	k 1	******
No	Commute	Workplace Parking Charge		1 1 1 1	
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00	; ; ; ;	
No	Commute	Market Commute Trip Reduction Option	0.00	 1 1 1	
No	Commute	Employee Vanpool/Shuttle	0.00	 2.00	
No	Commute	Provide Ride Sharing Program	1	, i	•
	Commute	Commute Subtotal	0.00	1	

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No	School Trip	Implement School Bus Program	0.00			
	1	Total VMT Reduction	0.00	, , , , , , , , , , , , , , , , , , ,		:

# Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
Yes	Only Natural Gas Hearth	•
No	No Hearth	1
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

## **Energy Mitigation Measures**

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Exceed Title 24	30.00	
No	Install High Efficiency Lighting	0.00	
Yes	On-site Renewable	700.00	0.00

Appliance Type	Land Use Subtype	% Improvement
ClothWasher	1	30.00

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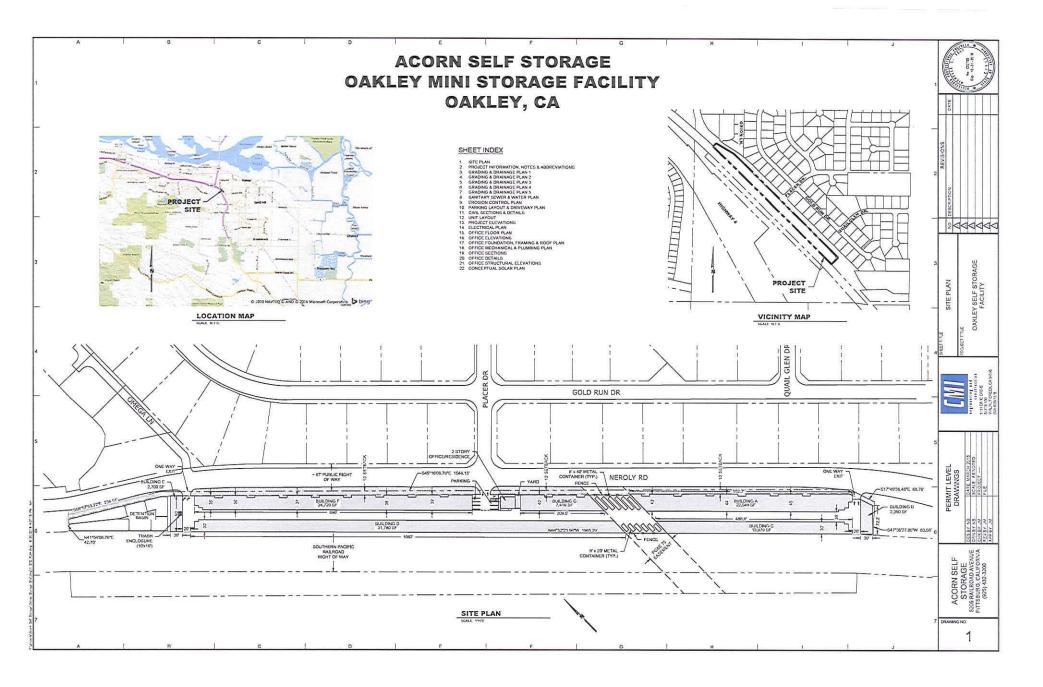
DishWasher	*	15.00
Fan		50.00
Refrigerator		15.00

## Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy	r r	
No	Use Reclaimed Water		
No	Use Grey Water	1	
No	Install low-flow bathroom faucet	32.00	)
No	Install low-flow Kitchen faucet	18.00	)
No	Install low-flow Toilet	20.00	)
No	Install low-flow Shower	20.00	)
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	);
No	Water Efficient Landscape		**************************************

## **Solid Waste Mitigation**

Mitigation Measures	input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	



JIM MOITA
JMI PROPERTIES CORPORATION
5205 RAILROAD AVENUE
PITTSBURG, CA 94565

A P NUMBER EXISTING ZONING SEWER WATER GASELECTRIC

UNZONED IRONHORSE SANITARY DISTRICT DIABLO WATER DISTRICT PACIFIC GAS & ELECTRIC CO TELEPHONE

FLOOD ZONE

ZONE X: AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN. FEMA MAP PANEL 0332F AND 0305F DATED JUNE 16, 2009

#### PROJECT DATA SITE AREA

4 70 AC (204 647 5 F) 2 TYP OF CONSTRUCTION 3 OCCUPANCY TYPE TOTAL BUILDOUT

5. LOT COVERAGE 6 LANDSCAPE COVERAGE 7. BUILDING HEIGHT 11'-6" STORAGE BLDG'S

8 PARKING PROVIDED AT ENTRY

35-4" OFFICEREGIDENCE

HEMHID.

52%

12%

5-1/R-3/B

107,758 S.F.

DAT ENTRY

2013 CALFORNA BUILDING CODE

2013 CALFORNA BUILDING CODE

2013 CALFORNA PUMBING CODE

2013 CALFORNA ELECTRICA, CODE

2013 CALFORNA GETA BUILDING TANAROS CODE

2013 CALFORNA GETA BUILDING TANAROS CODE

2013 CALFORNA CODE OF REGULATIONS, TITLE 17

CONTRA COSTA COUNTY OSSIMANCE NO 02-36

CITY OF OMLITY MINICIPAL CODE

CITY OF OMLITY MINICIPAL CODE

#### SCOPE OF WORK

CONSTRUCTION OF NEW, UNCONDITIONED SELF-STORAGE BUILDINGS CONSISTING OF 1015 UNITS. CONSTRUCTION OF A DRIVE AUGLE DRIVEWAYS, AND PARKING LOT. CONSTRUCTION OF A 2-STORY OFFICERESIDENCE WITH YARD. CONSTRUCTION OF STORM WATER FACILITIES SEWER WATER AND ELECTRICAL LINES.

#### GENERAL NOTES

- GENERAL IN UTES

  TO TOPOGRAPHE BACE MAP DAGED ON SURVEY BY AN PROPORTIES INC.
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  SHALL BE RESPONDING FOR YEREYING BITE TOPOGRAPHY.
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- MANTAINED IN WORKING ORDER AND FREE OF OBSTRUCTIVE DEBRES.
  ALL SIDEWALKS AND WALKWAYS SHALL BE A MIN, OF AN WIDE, HAVE MAX, 12" GRADE CHANGES HAVE MARKEN WHERE GRADES ARE CREATER THAN SK, AND BE CONTINUOUSLY ACCESSIBLE PER STATE.
- AND CITY REQUIREMENTS.

  9. STORAGE UNITS AND HANDISCAPPED ACCESSIBLE DURING BUSINESS HOURS, ALL GRADES ON SITE ARE LESS THAN BY, AND RAMPS ARE PROVIDED WHERE NECESSARY.

#### GRADING AND EARTHWORK NOTES:

- THEES, ROOTS, VIGETATION, AND DISCANS QUIFFEAN, BOIL SHALL BE OTHERFOR FROM STREAMA, AREAS UNDES DEFCRIBED OTHERWISE BY THE GEOTECHNICAL INSINEER, THE DIPTH OF OHIGHNESS AND STREAMS AND THE HEAVING WILL BE RECOMMENDED BY THE GEOTECHNICAL INSINEER, THE DIPTH OF HEAVING WILL BE RECOMMENDED BY THE STREAMS AND THE USED BY THESE UNLESS SECURIORATE AND SESSION OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRIEVED OF THE GEOTECHNICAL VALUATIONIZES AND SOBRE VALUATIONIZES

- REPRESENTATIVE. STRIPPHINGS MAY NOT BE USED IN PILLS BURKERS SPECIFICALLY AUTHORIZED AND GOILERVICE OF THE COTTO-RINGE.

  2. LOODE FILLS, BURKACE SOIL BLOUGHTER, AND SOIL DECEMBED UNDERTHAIL BY THE COTTO-RINGE. INSIGHED ON BOOKINGTON TO HER DECEMBER.

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PROJECT INFORMATION, N AND ABBREVIATIONS OAKLEY

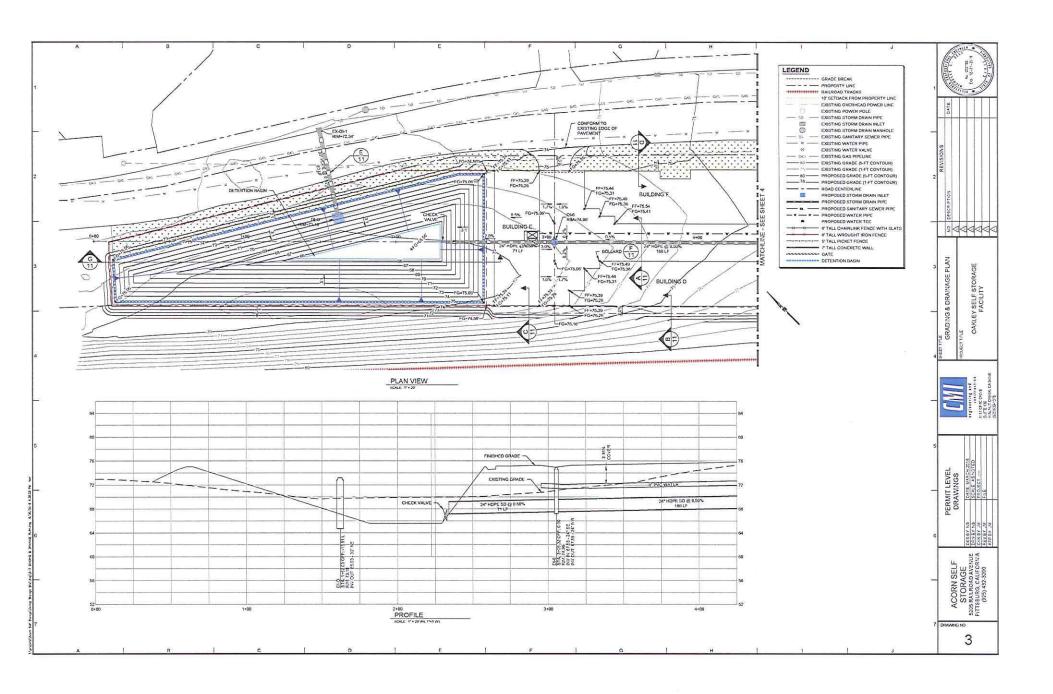
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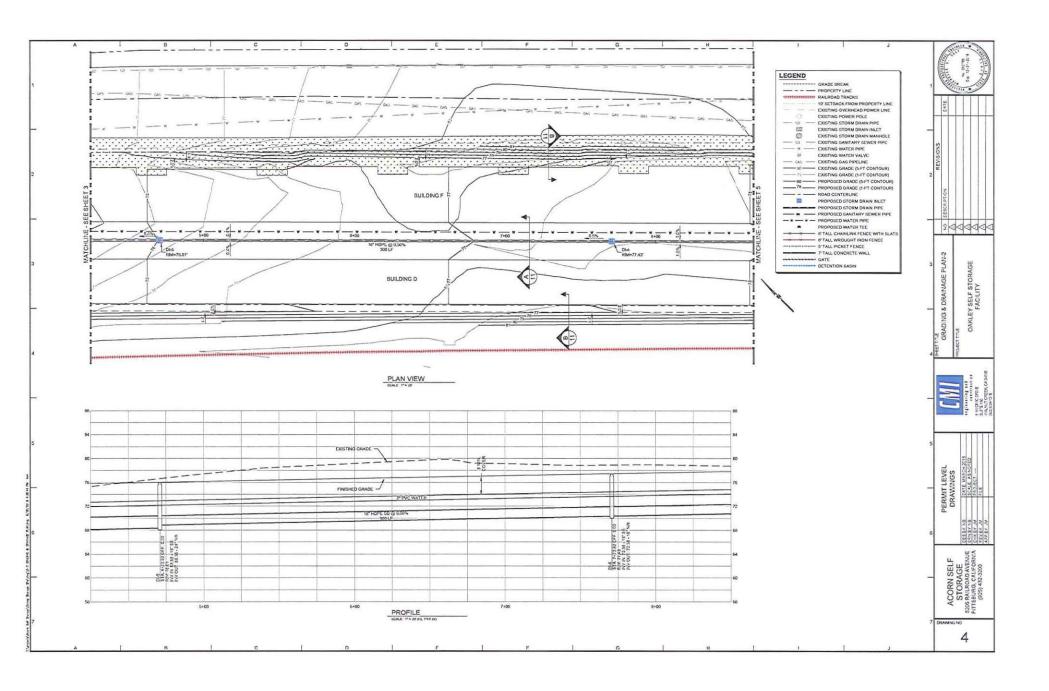
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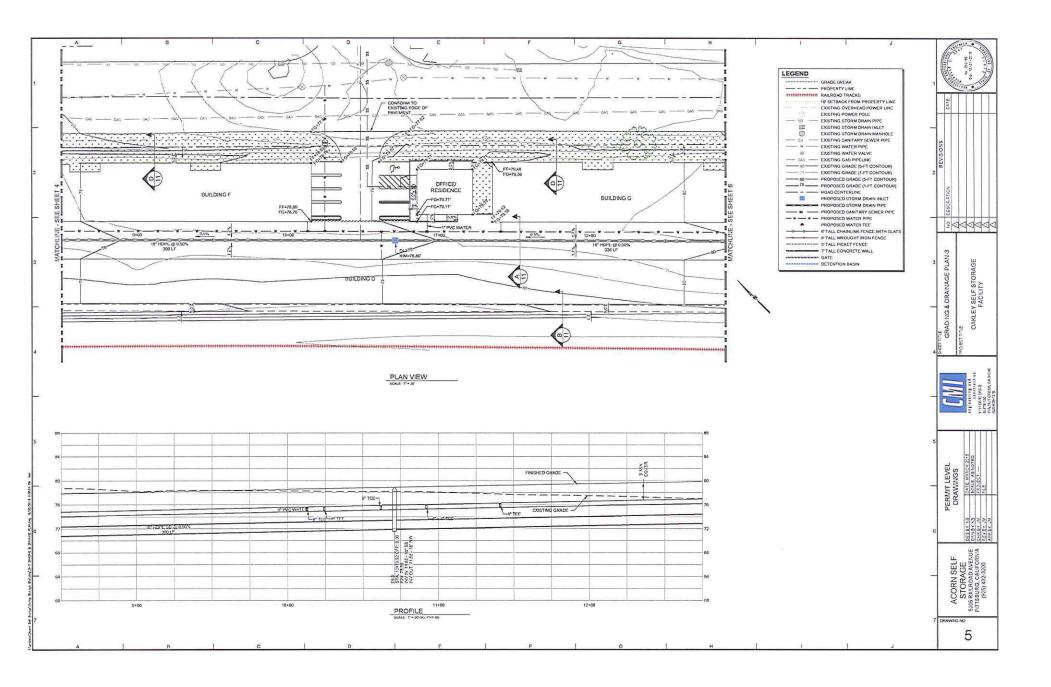
ALLOWABLE AREA SUMMARY

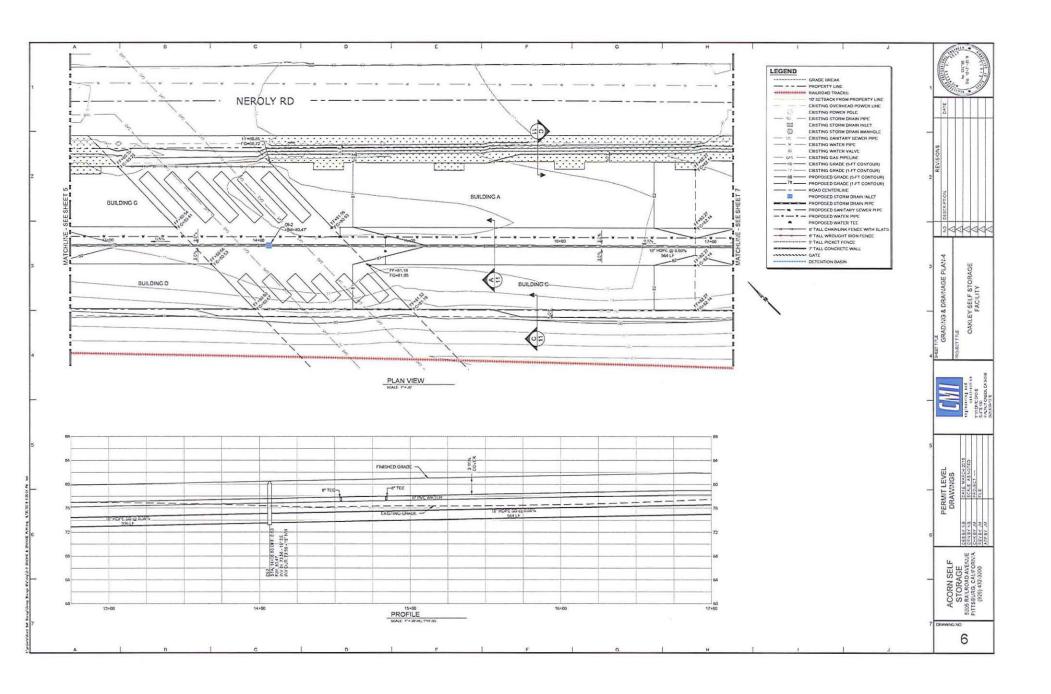
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HUILDING K	957	1164	17,500 ft F	# X 3 = 52,500 S F	70,000 ti F	2,700 N F
BLIII,D(NG F	.51	100	17,500 ft F	# X 3 = 52,500 ft F	70 000 5 F	24,720 ti F
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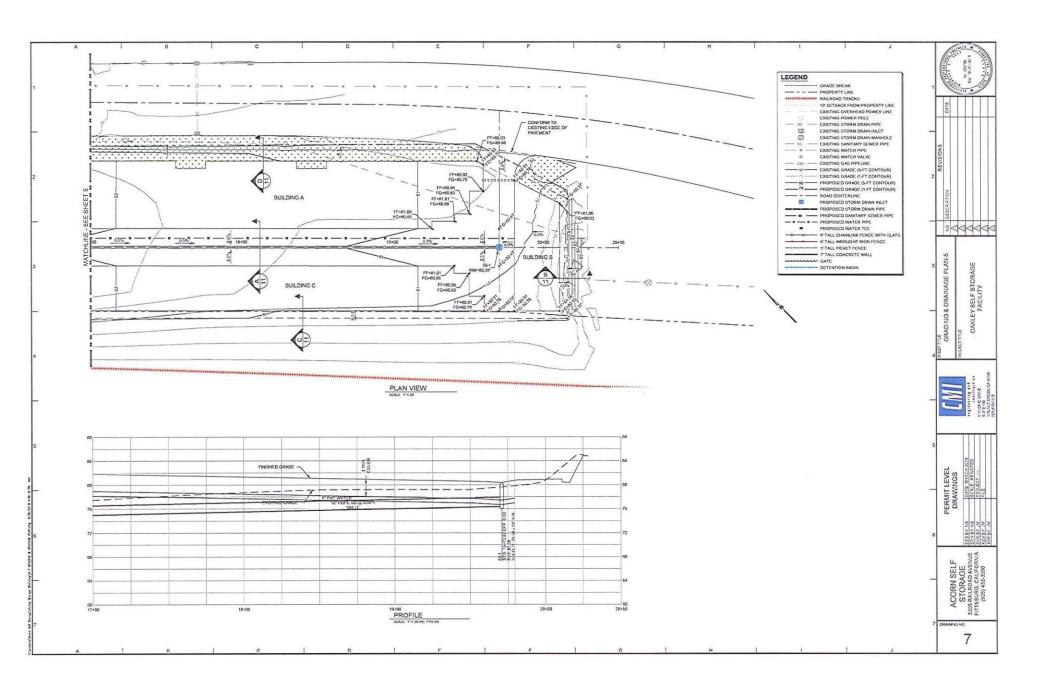
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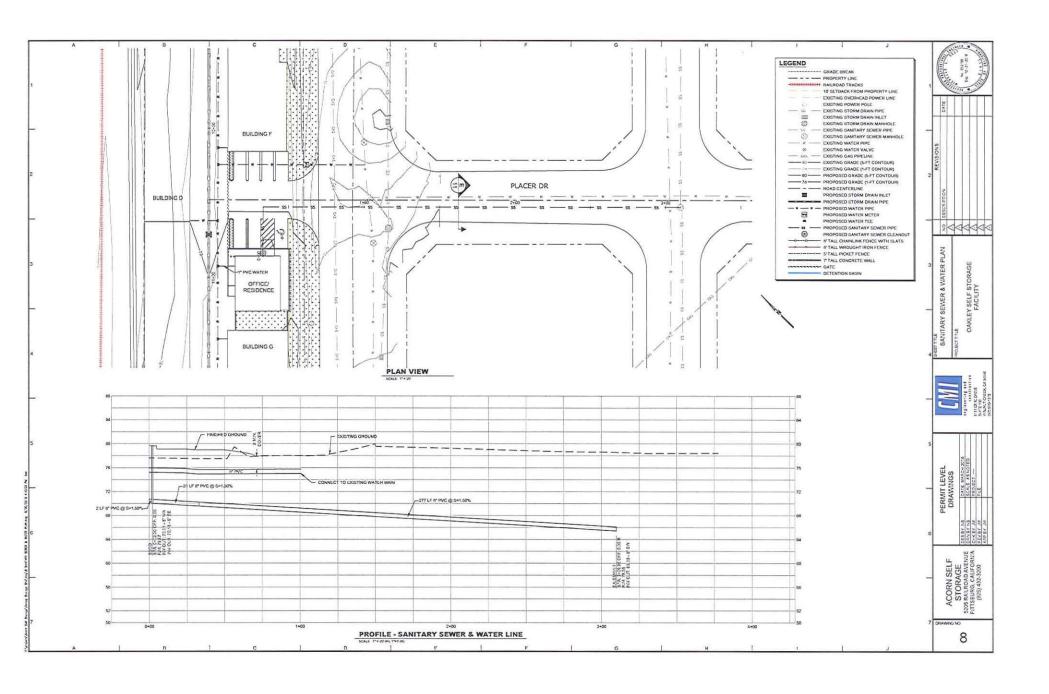


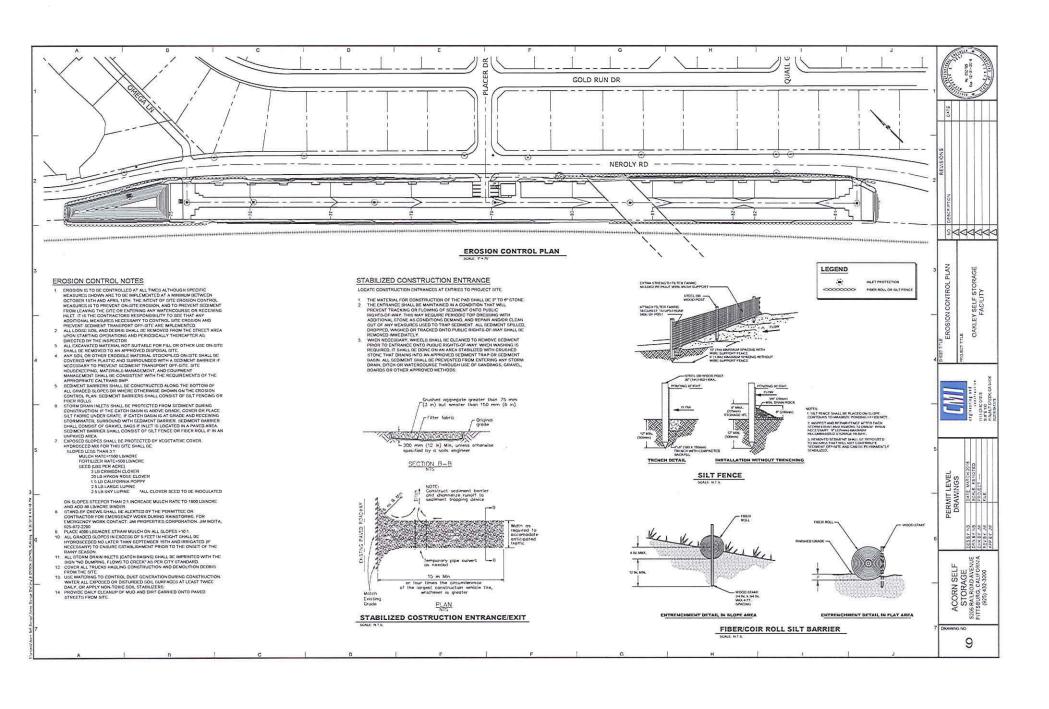


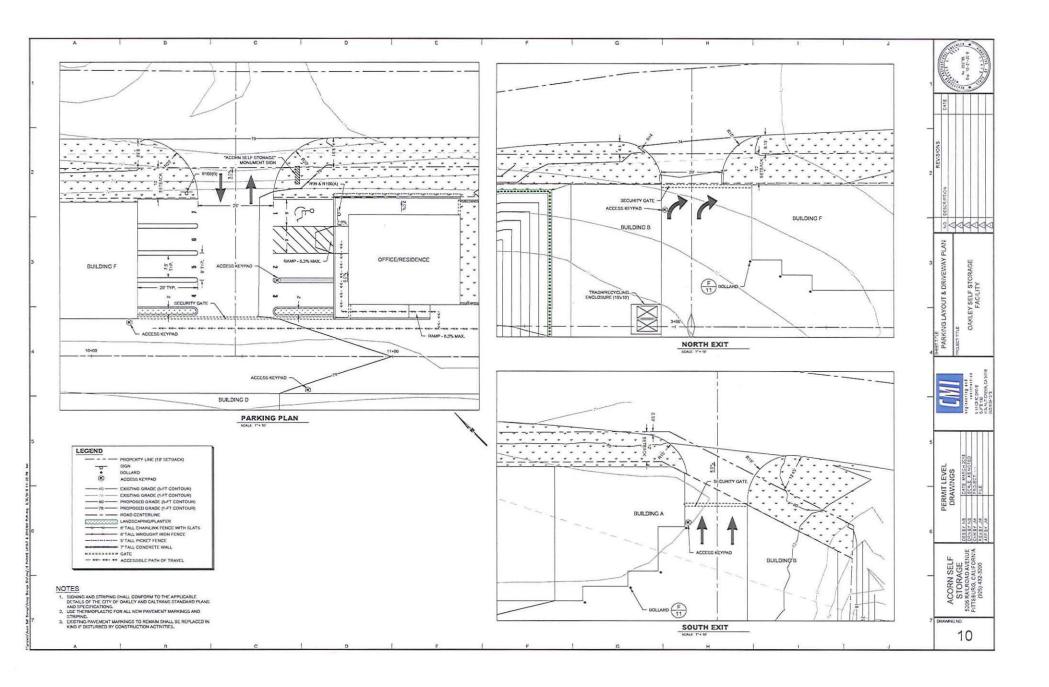


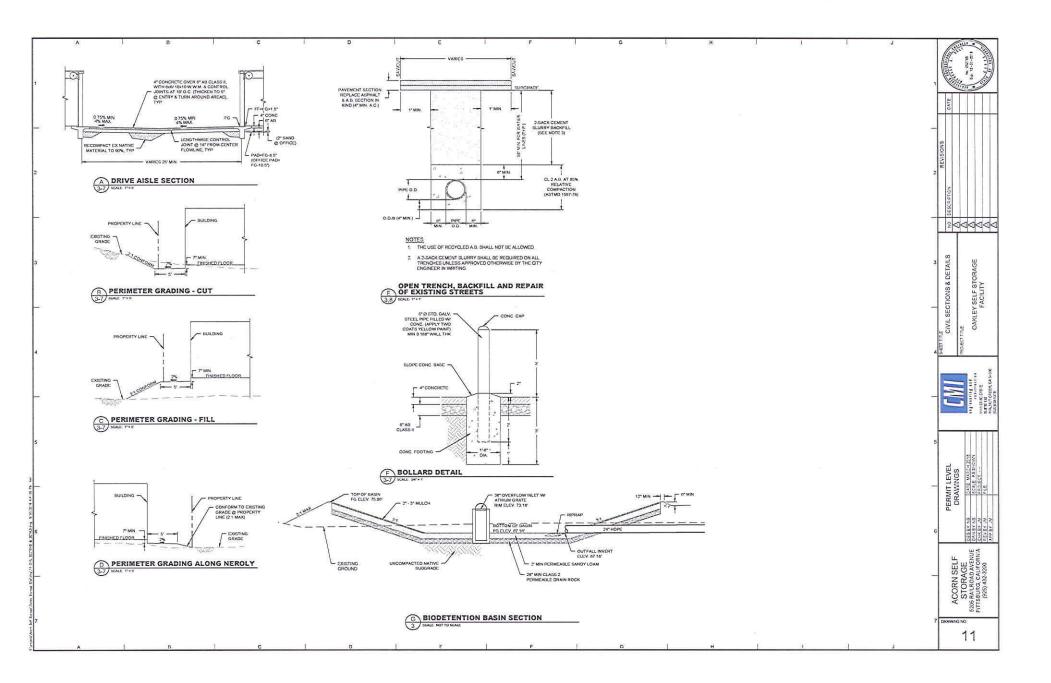


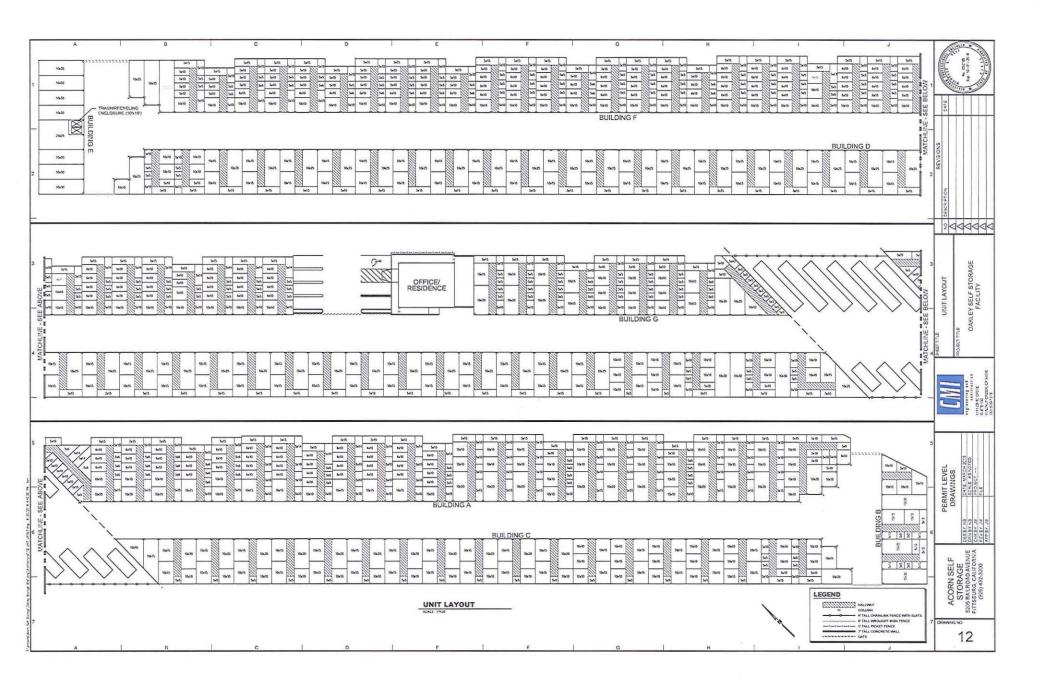


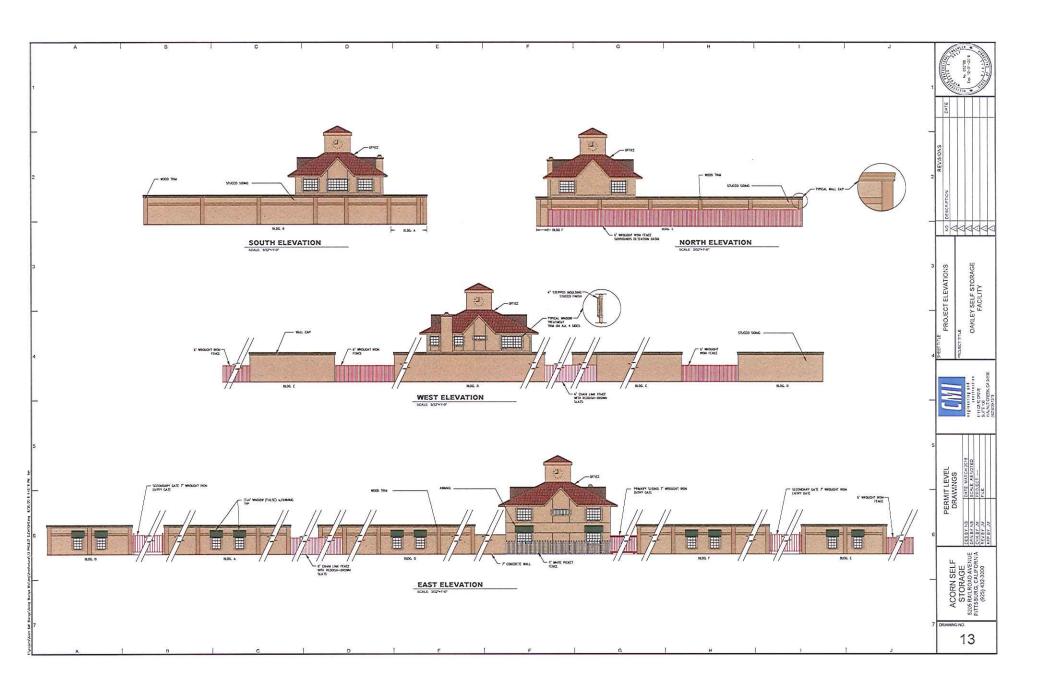


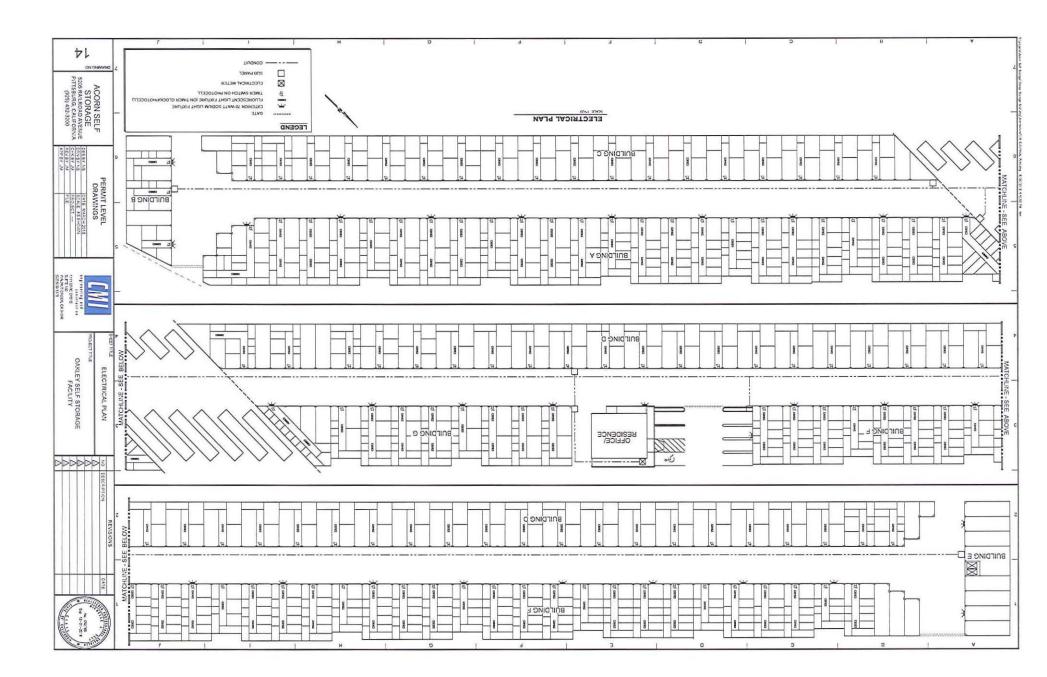


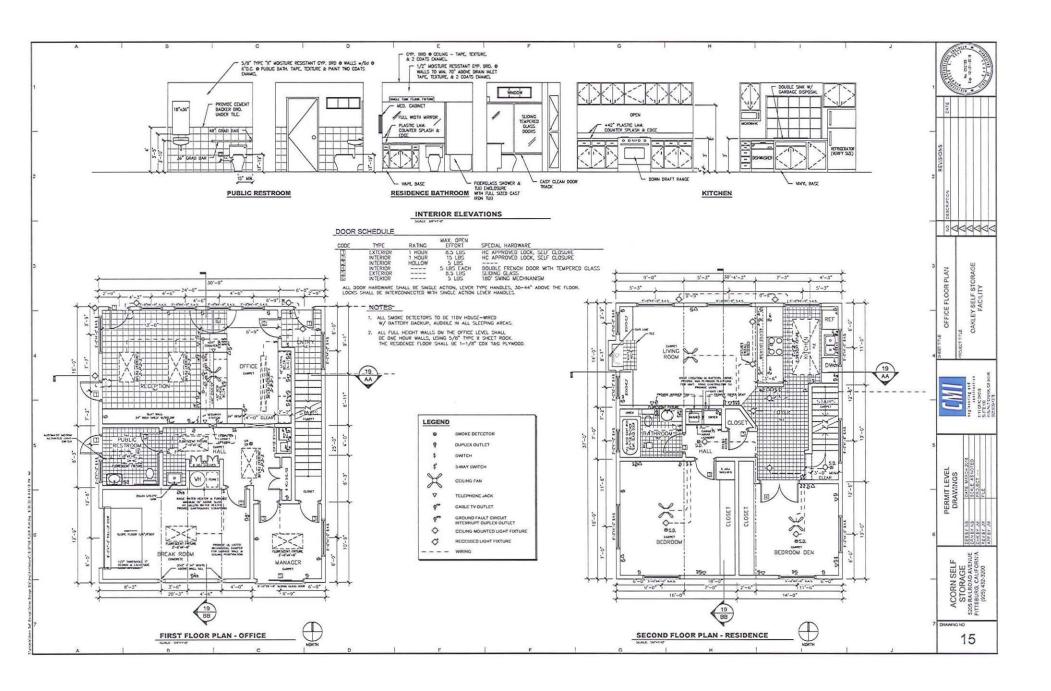


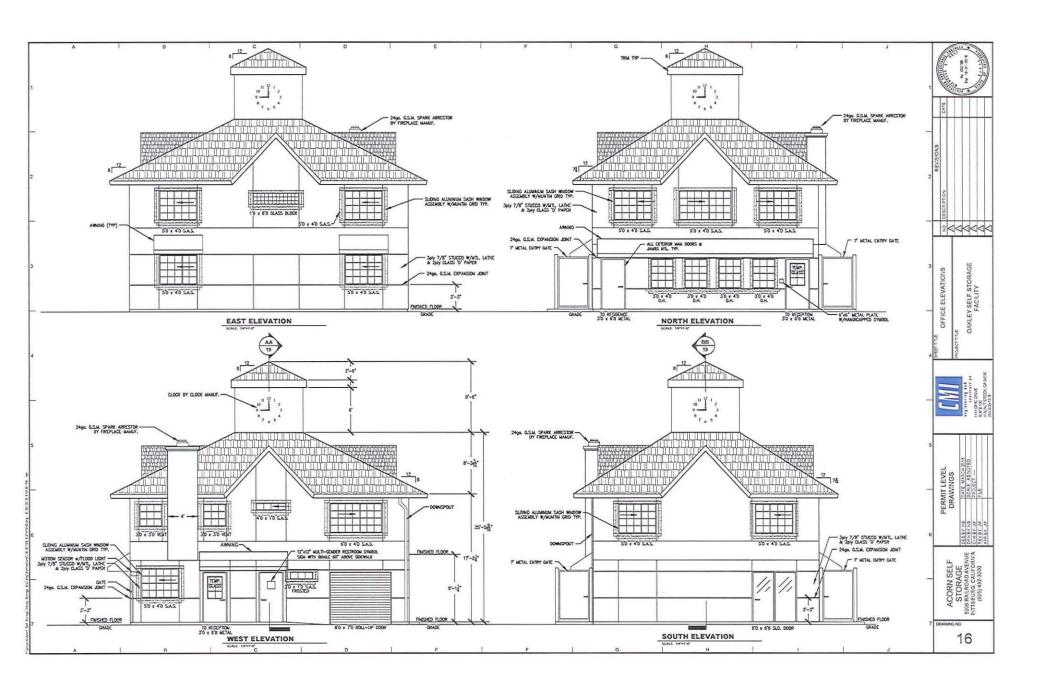


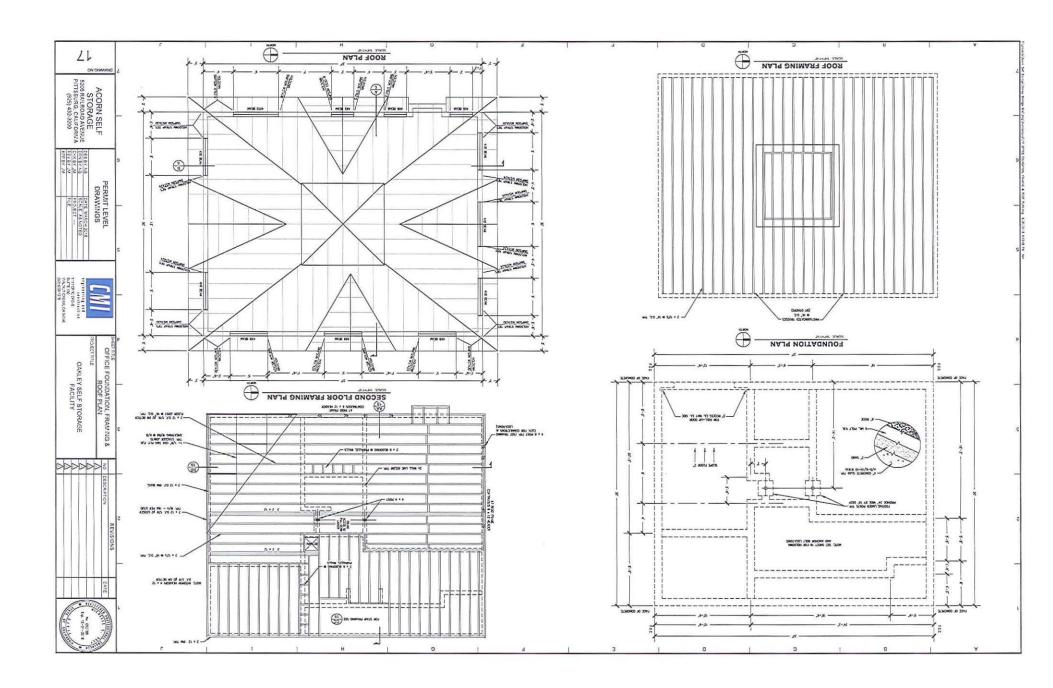


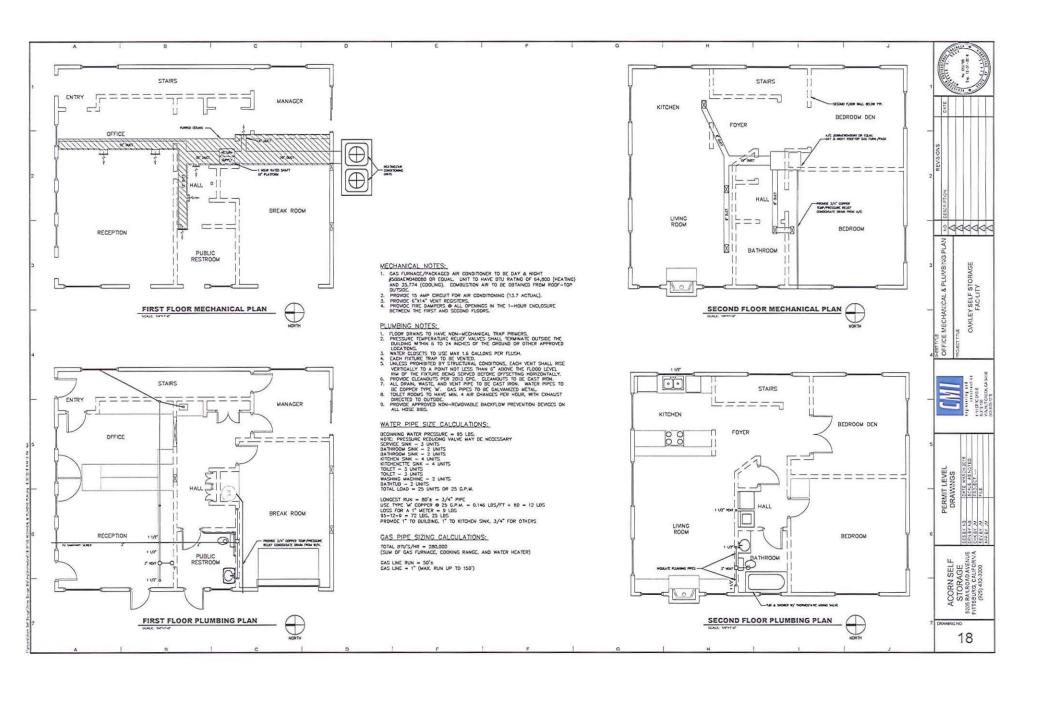


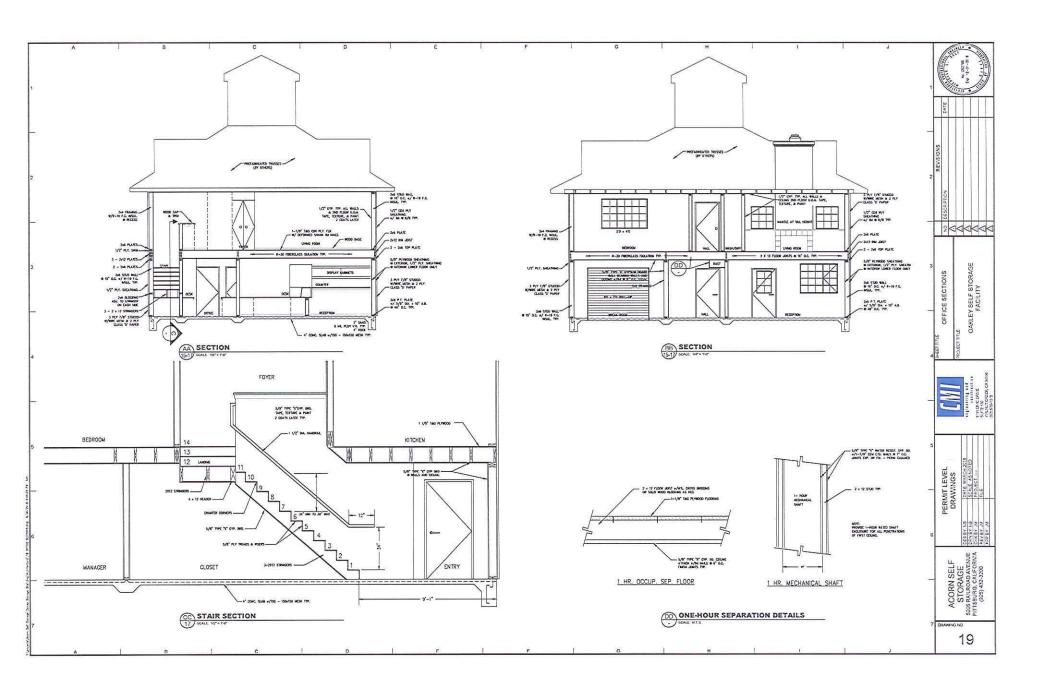


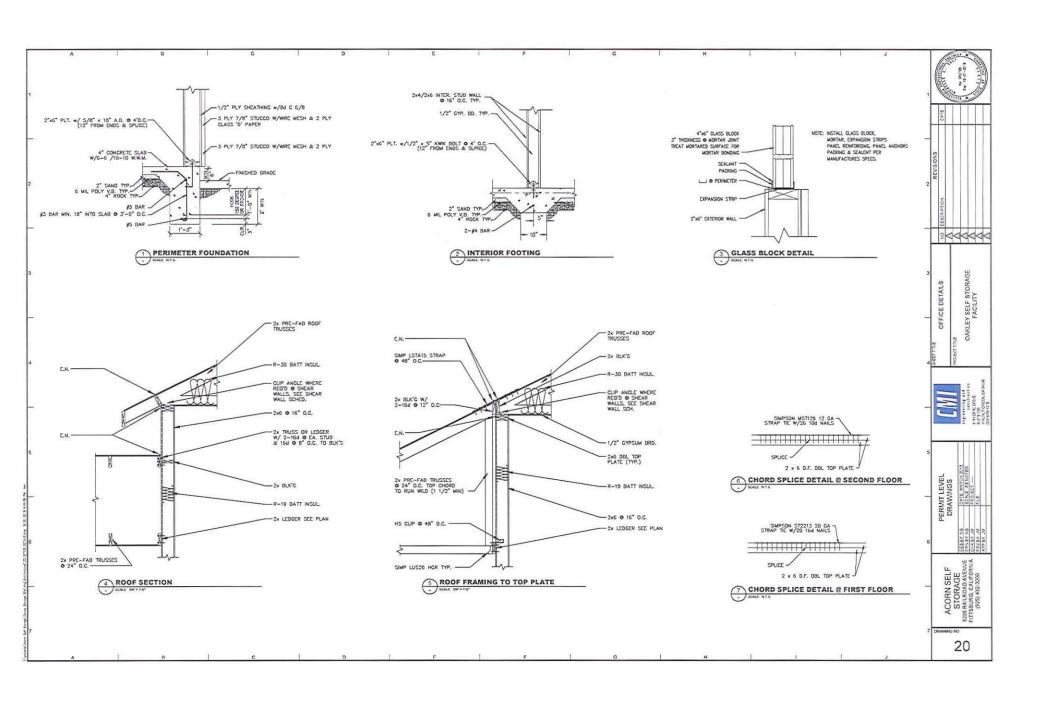


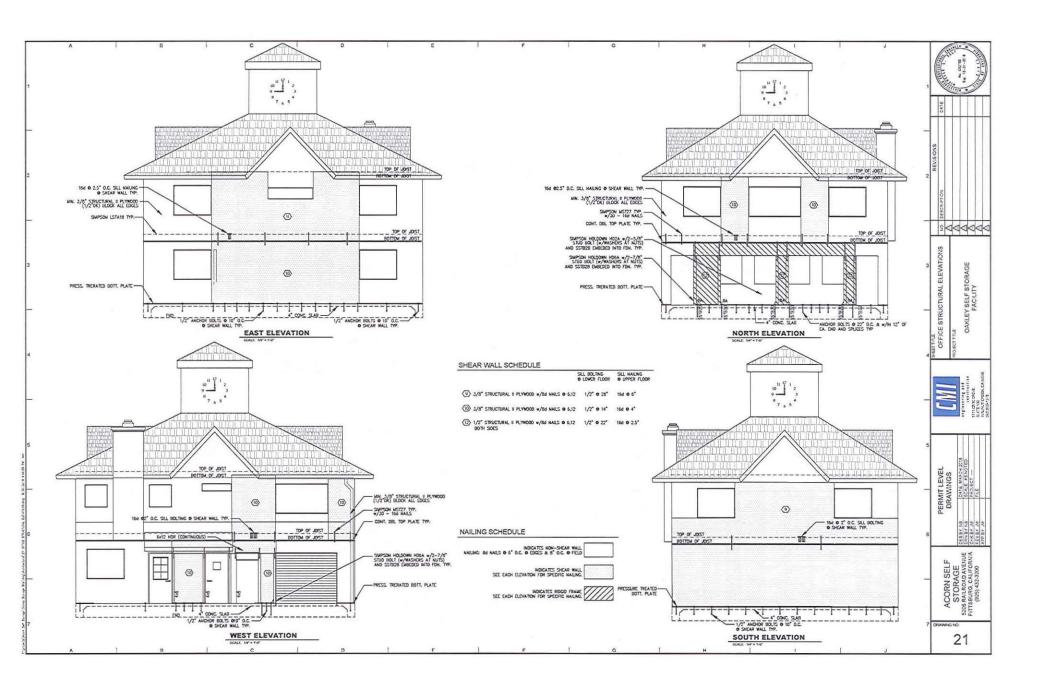


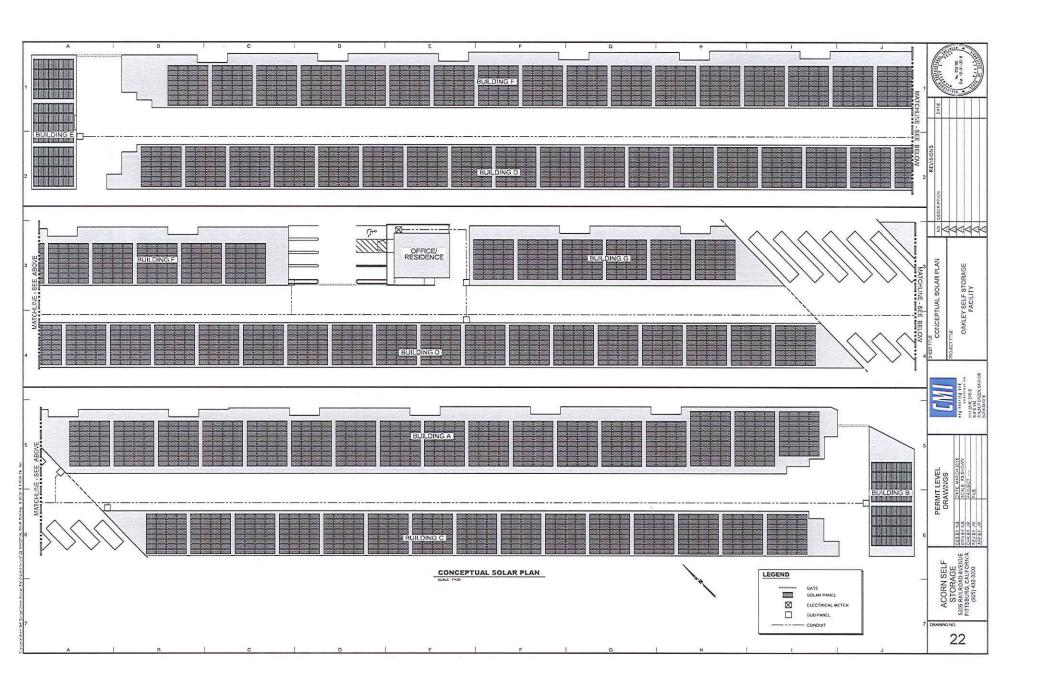


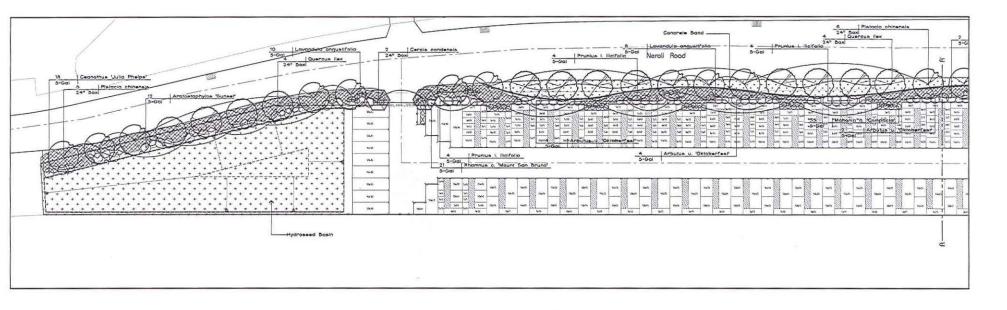


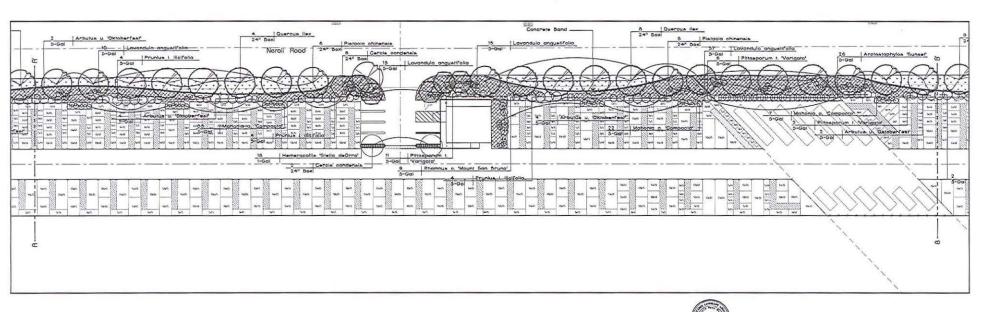








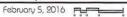




Oakley Mini Storage Facility

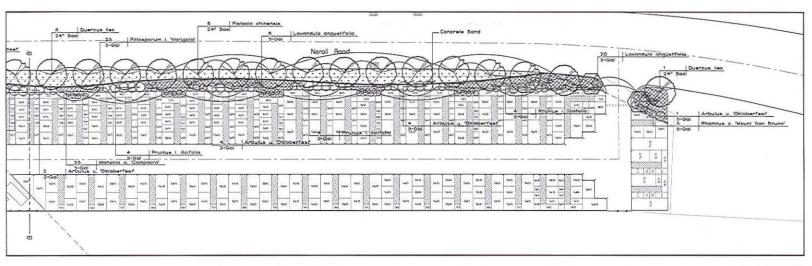
Preliminary

Oakley, California











Ouercis Ilex Holly Oak



Pistacia Chinenis Chinese Pistache

DUANT.	SIZE	BOTANICAL NAME	COMMON NAME	WATER USE
REES				
10	24" Box	Cercia condensia	CASTERN REDBUD	Low
28	24" Box	Piatocio chinenaia	CHINESE PISTACHE	Low
30	24" Box	Quercua Kex	HOLLY OAK	Low
HRUS	ie .			
38	5-Gel	Anotostophylos 'Sunset'	MANZANITA	Low
33	5-Gal	Arbutus u. 'Oktoberfeat'	NCN	Low
18	5-Gal	Ceanothus 'Julia Phelps	MOUNTAIN LILAC	Low
18	1-Gal	Hemerocallia 'Stella deOrro'	DAY LILY	Moderate
121	5-Gol	Lovandula angustifolia	ENGLISH LAVENDER	Low
134	5-Gal	Mahonia a. 'Compasta	OREGON GRAPE	Moderate
44	5-Gal	Pittosporum t. Varigata	NCN	Low
36	5-Gal	Prunus I. 'Illaifolla'	HOLLYLEAF CHERRY	Low
35	5-Gol	Rhamnus c. 'Mount San Bruno'	NCN	Low
ROUN	COVER			
988	1-Got	Myoperum parvifolium (Plant * 4' oc)	NCN	Low
2220	100	The second secon		
:::	Pluge	Corex divulsa (Plant #10*oa)	DERKELEY SEDOE	Low
· . ·		Hydroseed		_

#### Notes \_

- All landscape and irrigation shall conform to the standards of the City wide landscape regulations and guidelines and all other Landscape related City and Regional standards.
- 2. All plant materials have been selected from the following:
  - WULCOS Project "Water-Use Classification of Landscape Species" California Department of Water Resources



Arctostphylos Sunse Manzanita



Arbutus u. 'Octoberfest' NCN



Ceanothus 'Julia Phelps' Mountain Lilac



Hemerocallis 'Stella deOrro' Day Lily



Cercis sinensis Eastern Redbud



Lavandula angustifolia 'Engiish Lavender



Mahonia a. 'Compacta' Oregon Grape



Pittosporum t. 'Wheelers Dwarf' NCN



Prunus i. Ilicifolia Hollyleaf Cherry



Rhamnus c. 'Mount San Bruno' NCN

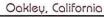


Carex divulsa Berkeley Sedge



Myoperum parviflium NCN









Special Counsel William Galstan explained that pursuant to the Subdivision Map Act, if the City by condition requires a developer to build an improvement on property it doesn't own and the developer cannot voluntarily acquire the property, the developer can request the City to condemn the property in which the developer would pay for the costs; however, if the City doesn't acquire the property through eminent domain, the developer is excused from the condition. He advised the City Council that staff can explore options if the Council does not wish to make a decision this evening.

Mr. Montgomery mentioned eminent domain may be the only option to move forward with obtaining the right-of-way needed for the road and signal for the last major arterial road in the City (Laurel Road).

Vice Mayor Romick commented the 2006 development environment is much different than today; the 2006 conditions are not normal in today's environment. He suggested the Council relieve the developer of the conditions and bring back the item on December 8 with a proposal regarding how the City can get involved in securing the property along Laurel Road.

It was moved by Vice Mayor Romick and seconded by Councilmember Pope to adopt the resolution and bring the item back on December 8 with a proposal regarding how the City can get involved in securing the property along Laurel Road. Motion was unanimous and so ordered. (5-0)

# 5.0 PUBLIC HEARINGS

# Oakley City Council

# 5.1 Acorn Self-Storage Preliminary General Plan Amendment (PA 06-15) (Joshua McMurray, Planning Manager)

Planning Manager Joshua McMurray presented the staff report.

#### **Online Comment Forms**

No online comment forms were submitted for Item 5.1.

#### **Public Comment Cards**

Howard Hobbs requested the City Council consider performing a traffic study on Neroly Road to determine any traffic impact the project may cause. He commented that there have been two fatality accidents at the corner of Neroly and there are current issues with vehicles speeding.

Paul Walowic expressed opposition to any development that will adversely impact the surrounding neighborhoods. He also expressed concern regarding lighting, hours of operation, traffic impact of vehicles traveling through neighborhoods, graffiti and changing to commercial zoning opening the door for more commercial business to come into a predominantly residential area.

Councilmember Perry commented she does not like the site for self-storage due to traffic safety concerns and potential for accidents to occur.

Councilmember Higgins inquired how many self-storage facilities exist in Oakley and commented that she does not see a benefit to the City in revenue with this type of facility.

Mr. McMurray responded that there are two existing self-storage facilities and one approved. He added that there is benefit in property tax value to the site but not for sales tax revenue.

Councilmember Pope commented he is okay with the concept and there is concern with traffic in general at the location, but traffic controls could be reserved in the conditions for safety. He mentioned he would prefer to see design elements such as presented by another self-storage applicant at the October 27 Council meeting.

Vice Mayor Romick mentioned traffic would likely occur on weekends, but would not be excessive and if the railroad line behind the proposed storage building became active again, the building could serve as a nice buffer for the noise. He commented that he would expect landscaping, curb, gutter, sidewalk, a bike lane and a more attractive design. He added that with Highway 160 improvements, the site would be better designated commercial than single family housing due to traffic concerns.

Mayor Hardcastle commented he is opposed to placing a storage facility may not be ideal for surrounding residents and he does not want the City to become overly populated with

City Manager Bryan Montgomery commented that the City Council could require the building design to be changed so it would be more aesthetically pleasing and blend in with the surrounding residential neighborhoods.

Mr. McMurray added that staff has discussed extensive landscaping with the applicant so that the building is least obtrusive.

Applicant, Jim Moyta, expressed he would be willing to work with staff to provide adequate landscaping, aesthetically pleasing building, color, etc. and they would love to become part of the business community. He explained their business hours are limited to regular business hours and only a handful of licensed businesses will have access 24-hours. He added that a resident manager is on site to help deter after-hours activity, they have security cameras and require fingerprints of persons who wish to rent units.

Applicant, Vince Moyta, mentioned the facility is the best use of the site and traffic counts are fairly low in this area. He commented landscaping and fencing would help provide some cover of the facility. He explained they are flexible to work with staff.

Mayor Hardcastle explained if it is architecturally pleasing he would not have a problem with the storage facility.

No action was required by the City Council. Direction was provided to staff.

## 5.2 Pagano Parcel Map MS 15-977 (TPM 03-15) (Ken Strelo, Senior Planner)

Mayor Hardcastle opened the public hearing, announced there are no public comment cards, and that Item 5.2 will be continued to December 8.

#### **Online Comment Forms**

No online comment forms were submitted for Item 5.2.

#### **Public Comment Card**

No public comment cards were submitted for Item 5.2.

### 6.0 REPORTS

#### **6.1 CITY MANAGER**

### (a) City Manager

City Manager Bryan Montgomery announced the Veterans Day ceremony will be held tomorrow at 11 a.m., but everyone is invited to attend earlier to hear the Freedom Marching Band. He mentioned the second November City Council meeting will not be held; the next meeting will be held December 8 beginning at 6:00 p.m. in the Council Chambers.

# 6.2 OAKLEY CITY COUNCIL/OAKLEY CITY COUNCIL ACTING AS THE SUCCESSOR AGENCY TO THE OAKLEY REDEVELOPMENT AGENCY

(a) Reports from Council Liaisons to Regional Committees, Commissions and Boards AND Oakley City Council/Oakley City Council Acting as the Successor Agency to the Oakley Redevelopment Agency Comments

Councilmember Perry announced she attended the final Safe Keeper Training Saturday for suicide awareness and prevention in which the City's You, Me, We=Oakley! program, Contra Costa Crisis Center and local clergy are partners.

MINUTES OF THE REGULAR JOINT MEETING OF THE OAKLEY CITY COUNCIL/OAKLEY CITY COUNCIL ACTING AS THE SUCCESSOR AGENCY TO THE OAKLEY REDEVELOPMENT AGENCY HELD TUESDAY, NOVEMBER 10, 2015

#### CITY OF OAKLEY

#### **RESOLUTION NO. XX-16**

A RESOLUTION OF THE CITY OF OAKLEY CITY COUNCIL MAKING FINDINGS AND APPROVING THE GENERAL PLAN AMENDMENT TO AMEND THE LAND USE DESIGNATION OF A 4.671 ACRE PROPERTY LOCATED WEST OF THE NEROLY ROAD AND PLACER DRIVE INTERSECTION (APN 041-021-025) FROM SINGLE FAMILY LOW DESNITY RESIDENTIAL (SL) TO COMMERCIAL (CO) FOR THE PROJECT TITLED "ACORN SELF STORAGE"

APN: 041-021-025

# FINDINGS

WHEREAS, on July 1, 1999, the incorporation of the City of Oakley took effect; and

WHEREAS, after incorporation, the City adopted the Contra Costa County General Plan for the Oakley Area as its general plan, the County's subdivision ordinance as its subdivision ordinance, and the County's zoning ordinance as its zoning ordinance (Ordinance Nos. 1-99, 17-99, 22-99). Since that time, the City has prepared its own general plan, as required by Government Code Section 65360; and

WHEREAS, in December 2002, the Oakley City Council adopted the Oakley 2020 General Plan; and

WHEREAS, on March 10, 2016, JMI Properties Corporation, ("Applicant") submitted an application requesting approval of: 1) a General Plan Amendment (GPA 04-16) to amend the land use designation from Single-Family Low Density Residential (SL) to Commercial (CO); 2) a Rezone (RZ 06-16) from unzoned to Planned Development (P-1); and 3) Design Review (DR 13-16) to construct an approximately 107,700 square foot self-storage facility including a 2,200 square foot office and resident manager's building on an approximately 4.7-acre vacant lot located west of the Neroly Road and Placer Drive intersection APN: 041-021-025 ("Project"); and

WHEREAS, the Applicant has initiated a project to change the General Plan Land Use Designation for the property from Single Family Low Density Residential (MH) to Commercial (CO); and

WHEREAS, pursuant to the requirements of the California Environmental Quality Act ("CEQA"), the City prepared an Initial Study / Mitigated Negative Declaration dated June 2016, which was circulated for public review and comment from June 29, 2016 to July 29, 2016. The Notice of Intent to Adopt a Mitigated Negative Declaration and Initial Study / Mitigated Negative Declaration were filed with the County Clerk and Governor's Office of Planning and Research State Clearinghouse, on June 29, 2016; and

WHEREAS, on July 27, 2016, the Notice of Public Hearing for the Project was duly noticed in the Contra Costa Times, a newspaper of general distribution. On July 29, 2016, the Notice of Public Hearing was posted at Oakley City Hall located at 3231 Main Street, outside the gym at Delta Vista Middle School located at 4901 Frank Hengel Way, outside the library at Freedom High School located at 1050 Neroly Road, and at the project site. The notice was also mailed out to all owners of property within a 500-foot radius of the subject property's boundaries, to parties requesting such notice, and to outside agencies; and

WHEREAS, on August 9, 2016, the City Council opened the public hearing at which it received a report from City Staff, oral and written testimony from the public, and deliberated on the project. At the conclusion of its deliberations, the City Council took a vote and adopted this resolution to approve the project, as revised by the City Council during its deliberations; and

WHEREAS, these Findings are based on the City's General Plan and the City's Zoning Ordinance, and the information submitted to the City Council at its August 9, 2016 meeting, both written and oral, as reflected in the minutes of such meetings, together with the documents contained in the file for the Project (hereafter the "Record").

**NOW, THEREFORE**, on the basis of the above findings of fact and the entire Record, the City Council makes the following findings regarding the General Plan Amendment as shown in "Exhibit A" of this resolution in support of the recommended approvals:

- A. The Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration ("MND") has been prepared and made available for public comment, pursuant to the California Environmental Quality Act (CEQA) Guidelines. The Initial Study found that the project will have a less than significant effect on the environment, and the City Council hereby adopts the project MND (Attachment to the August 9, 2016 Staff Report).
- B. The change in Land Use Designation will provide for the orderly, well planned and balanced growth within the City in that:
  - 1. This site is not an ideal location for residential development due to its adjacent proximity to UP rail road tracks and its irregular shape. The site is approximately 100 feet deep and approximately 2,000 feet wide. The site is not conducive to residential development as there would be a need for a shared driveway or driveways further reducing the developable area of the site in order to reduce the overall number of residential driveways off of Neroly Road, which is a main Atrial in the City; and
  - 2. Redesignating this site to allow for a commercial use, such as the proposed self storage, will serve to provide a buffer between the railroad tracks and the existing residential uses to the east; and

3. It would serve to result in a development that will beautify the west side of Neroly Road by providing street widening with new curb and gutter. The frontage will also be planted with lush landscaping providing more of a buffer and an aesthetic upgrade from the existing sites condition.

**BE IT FURTHER RESOLVED THAT,** on the basis of the foregoing Findings and the entire Record, the City Council hereby approves the amendment to the General Plan as shown in "Exhibit A" of this resolution.

**PASSED AND ADOPTED** by the City Council of the City of Oakley at a meeting held on the 9<sup>th</sup> of August 26, 2016 by the following vote:

Libby Vreonis, City Clerk	Date	
ATTEST:		
	Kevin Romick, Mayor	Date
	APPROVED:	
ABSENT:		
ABSTENTIONS:		
NOES:		
AYES:		

# Acorn Self Storage General Plan Amendment (GPA 04-16)

Existing Proposed

#### CITY OF OAKLEY

#### **ORDINANCE NO. XX-16**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OAKLEY REZONING A 4.671 ACRE PROPERTY LOCATED WEST OF THE NEROLY ROAD AND PLACER DRIVE INTERSECTION (APN 041-021-025) FROM UNZONED TO P-1 (PLANNED UNIT DEVELOPMENT) DISTRICT FOR THE PURPOSES OF PERMITTING DEVELOPMENT OF A MINI-STORAGE USE

WHEREAS, on March 10, 2016, JMI Properties Corporation, ("Applicant") submitted an application requesting approval of: 1) a General Plan Amendment (GPA 04-16) to amend the land use designation from Single-Family Low Density Residential (SL) to Commercial (CO); 2) a Rezone (RZ 06-16) from unzoned to Planned Development (P-1); and 3) Design Review (DR 13-16) to construct an approximately 107,700 square foot self-storage facility including a 2,200 square foot office and resident manager's building on an approximately 4.7-acre vacant lot located west of the Neroly Road and Placer Drive intersection. APN 041-021-025 ("Project"); and

WHEREAS, the rezoning application complies with the requirements of the Oakley Municipal Code ("OMC") Section 2.4.012 (Rezoning); and

WHEREAS, the Applicant has initiated a project to change the zoning for the property from Unzoned to P-1 (Planned Unit Development) District; and

WHEREAS, pursuant to the requirements of the California Environmental Quality Act ("CEQA"), the City prepared an Initial Study / Mitigated Negative Declaration dated June 2016, which was circulated for public review and comment from June 29, 2016 to July 29, 2016. The Notice of Intent to Adopt a Mitigated Negative Declaration and Initial Study / Mitigated Negative Declaration were filed with the County Clerk and Governor's Office of Planning and Research State Clearinghouse, on June 29, 2016; and

WHEREAS, on July 27, 2016, the Notice of Public Hearing for the Project was duly noticed in the Contra Costa Times, a newspaper of general distribution. On July 29, 2016, the Notice of Public Hearing was posted at Oakley City Hall located at 3231 Main Street, outside the gym at Delta Vista Middle School located at 4901 Frank Hengel Way, outside the library at Freedom High School located at 1050 Neroly Road, and at the project site. The notice was also mailed out to all owners of property within a 500-foot radius of the subject property's boundaries, to parties requesting such notice, and to outside agencies; and

WHEREAS, on August 9, 2016, the City Council opened the public hearing at which it received a report from City Staff, oral and written testimony from the public, deliberated on the project, adopted Resolution XX-16 adopting the Mitigated Negative Declaration and approving the General Plan Amendment for the project; and

Ordinance No. XX-16

WHEREAS, these Findings are based on the City's General Plan and the City's Zoning Ordinance, and the information submitted to the City Council at its August 9, 2016 meeting, both written and oral, as reflected in the minutes of such meetings, together with the documents contained in the file for the Project (hereafter the "Record").

The City Council of the City of Oakley does ordain as follows:

**SECTION 1. FINDINGS.** Pursuant to Chapter 2.4.012 of the Oakley Municipal Code, the City Council of the City of Oakley hereby finds and determines as follows:

- A. The change proposed will substantially comply with the Oakley 2020 General Plan in that the proposed rezone to P-1 (Planned Unit Development) District in conjunction with the proposed General Plan Amendment to Commercial (CO) will allow establishing self-storage as a permitted use, which is consistent with the CO land use designation, and relaxing the standard development standards to allow for feasible development of the project site. The P-1 District will allow the site to be developed in the vision of the applicant in a manner consistent with the Commercial land use designation.
- B. The uses authorized or proposed in the land use district are compatible within the district and to uses authorized in adjacent districts in that this P-1 District specifically permits a self-storage facility as proposed by the applicant, and it will provide a buffer between the adjacent railroad tracks and nearby residential uses.
- C. Community need, but not necessarily future financial success, has been demonstrated for the use proposed in that the proposed zone change will serve to result in a development that will beautify the west side of Neroly Road along the projects frontage.

# SECTION 2. Property Defined and Rezoned.

Pursuant to Section 2.4.012 of the Oakley Municipal Code, the Oakley Zoning Map is amended to rezone the following property from Unzoned to P-1 (Planned Unit Development) District:

A. Approximately 4.7-acre vacant lot located west of the Neroly Road and Placer Drive intersection (APN 041-021-025), as shown on the "<u>Exhibit A"</u> attached to this ordinance.

# SECTION 3. Applicable Regulations and Standards.

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- A. <u>P-1 (Planned Unit Development) District</u> The regulations for the use, development, improvement and maintenance of the Property shall be those set forth in the City's General Plan, Oakley Municipal Code, and following P-1 District regulations and standards for this project:
  - 1. Permitted Uses. The following uses shall be permitted in this P-1 District:
    - a. Any land uses permitted by an approved final development plan which are in harmony with each other, serve to fulfill the function of the planned unit development, and are consistent with the General Plan.
    - b. One story non-conditioned self-storage buildings. Mobile metal storage units located on the 75-foot wide PG&E easement area shall be architecturally compatible in terms of color, materials and design with the main storage buildings. The design and placement shall also ensure they are visually screened from Neroly Road.
    - c. Rooftop solar installation for 500-kilowatt to 1-megawatt system.
    - d. Two story building with resident manager's apartment upstairs and business office downstairs serving as the rental office for the self-storage facility and:
      - i. A sales area for locks, storage boxes, and related storage unit supplies.
      - ii. Rental of one moving truck/van associated with the business.
      - iii. Mail Box service, package delivery, facsimile and related services.
  - 2. Conditionally Permitted Uses. The following use shall require approval of a conditional use permit pursuant to Oakley Municipal Code Section 9.1.1602 (Variance and Conditional Use Permits):
    - a. Truck and/or trailer storage and/or rental beyond that permitted under "Permitted Uses."
  - 3. Temporary Use Permits. Temporary uses are permitted pursuant to Oakley Municipal Code Section 9.1.1606 (Temporary Use Permit).
  - 4. Lot Requirements. All yard requirements shall be as follows or as approved in a Final Development Plan:

Minimum Lot area: One (1) Acres

Minimum Lot Width: N/AMinimum Lot Depth: N/A

- 5. Yard Requirements. All yard requirements shall be as follows or as approved in a Final Development Plan:
  - Minimum Required Front Yard: Ten (10) feet
  - Minimum Required Rear yard: Zero (0) feet
  - Minimum Required Side Yard: Zero (0) feet
- 6. Building Heights. All maximum building heights shall be as follows or as approved in a Final Development Plan:
  - Office/Residence Building: Two Story Thirty-Five (35) feet
  - Perimeter Buildings: One Story Eleven (11) feet
- 7. Other Regulations.
  - a. Parking Requirements All yard requirements shall be as follows or as approved in a Final Development Plan:
    - Five (5) standard parking stalls including one ADA accessible parking stall shall be provided in compliance with Section 9.1.1402 of the Municipal Code. Two (2) standard spaces near the office/managers unit for the mangers unit.
- 8. Final Development Plan Approval: The project Final Development Plan may be approved in conjunction with a Design Review application and approval. Upon approval of the P-1 Zone and Preliminary Development Plan, a Final Development Plan consistent with the Preliminary Development Plan shall be processed in conformance with Section 9.1.1002 of the Zoning Ordinance.

# <u>SECTION 4</u>. California Environmental Quality Act (CEQA).

Pursuant to California State Law, an Initial Study was conducted by the Planning Division to evaluate the potential effects of this project upon the environment. The Initial Study analysis found there were no potentially significant impacts, and therefore a Mitigated Negative Declaration was prepared. Based upon the findings contained in the Initial Study it has been determined that this project will not have a significant impact upon the environment.

# SECTION 5. Severability.

If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance, including the application of such part or provision to other persons or circumstances shall not be affected thereby and shall continue in full force and effect. To this end, the provisions of this ordinance are severable. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase thereof,

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irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases may be held unconstitutional, invalid or unenforceable.

# SECTION 6. Effective Date and Posting.

This ordinance shall take effect and be in force thirty (30) days from and after the date of its passage. The City Clerk shall cause the ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation, or by publishing a summary of the proposed ordinance, posting a certified copy of the proposed office in the City Clerk's Office at least five (5) days prior to the City Council meeting at which the ordinance is to be adopted, and within fifteen (15) days after its adoption, publishing a summary of the ordinance with the names of the Council Members voting for and against the ordinance.

the Oakley City Council on	adopted with the reading waived a	the following vote:
AYES:		
NOES:		
ABSTENTIONS:		
ABSENT:		
	APPROVED:	
	Kevin Romick, Mayor	Date
ATTEST:		
Libby Vreonis, City Clerk	 Date	

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# Acorn Self Storage Rezone (RZ 06-16)



### **RESOLUTION NO. XX-16**

A RESOLUTION OF THE CITY OF OAKLEY CITY COUNCIL MAKING FINDINGS AND APPROVING DESIGN REVIEW (DR 13-16) FOR THE CONSTRUCTION OF A NEW SELF-STORAGE PROJECT ON A 4.671-ACRE SITE LOCATED WEST OF THE NEROLY ROAD AND PLAQCER DRIVE INTERESCTION FOR THE PROJECT KNOWN AS "ACORN SELF STORAGE"

APN: 041-021-025

WHEREAS, on March 10, 2016, JMI Properties Corporation, ("Applicant") submitted an application requesting approval of: 1) a General Plan Amendment (GPA 04-16) to amend the land use designation from Single-Family Low Density Residential (SL) to Commercial (CO); 2) a Rezone (RZ 06-16) from unzoned to Planned Development (P-1); and 3) Design Review (DR 13-16) to construct an approximately 107,700 square foot self-storage facility including a 2,200 square foot office and resident manager's building on an approximately 4.7-acre vacant lot located west of the Neroly Road and Placer Drive intersection ("Project"); and

WHEREAS, on May 27, 2016, the project application was deemed complete per Government Code section 65920 et. seq; and

WHEREAS, the project is designate	d as Commercial in the Oakley 2020 General
Plan per City Council Resolution No	and zoned P-1 (Planned Unit Development)
District per Ordinance No; and	

WHEREAS, pursuant to the requirements of the California Environmental Quality Act ("CEQA"), the City prepared an Initial Study / Mitigated Negative Declaration dated June 2016, which was circulated for public review and comment from June 29, 2016 to July 29, 2016. The Notice of Intent to Adopt a Mitigated Negative Declaration and Initial Study / Mitigated Negative Declaration were filed with the County Clerk and Governor's Office of Planning and Research State Clearinghouse, on June 29, 2016; and

WHEREAS, on July 27, 2016, the Notice of Public Hearing for the Project was duly noticed in the Contra Costa Times, a newspaper of general distribution. On July 29, 2016, the Notice of Public Hearing was posted at Oakley City Hall located at 3231 Main Street, outside the gym at Delta Vista Middle School located at 4901 Frank Hengel Way, outside the library at Freedom High School located at 1050 Neroly Road, and at the project site. The notice was also mailed out to all owners of property within a 500-foot radius of the subject property's boundaries, to parties requesting such notice, and to outside agencies; and

WHEREAS, on August 9, 2016, the City Council opened the public hearing at which it received a report from City Staff, oral and written testimony from the public, and deliberated on the project. At the conclusion of its deliberations, the City Council took a vote and adopted this resolution to approve the project, as revised by the City Council during its deliberations; and

WHEREAS, if any term, provision, or portion of these Findings or the application of these Findings to a particular situation is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of these Findings, or their application to other actions related to the Project, shall continue in full force and effect unless amended or modified by the City; and

WHEREAS, these Findings are based upon the City's General Plan, the City's Zoning Ordinance, the Project's applicable P-1 District, the City's Commercial and Industrial Design Guidelines, and the information submitted to the City Council at its August 9, 2016 meeting, both written and oral, including oral information provided by the applicant, as reflected in the minutes of such meetings, together with the documents contained in the file for the project (hereinafter the "Record"); and

NOW, THEREFORE, BE IT RESOLVED THAT, on the basis of the above findings of fact and the entire Record, the City Council makes the following additional findings in support of the approvals:

- A. In regards to the application requesting approval of Design Review (DR 13-16) for the construction of a new self-storage project on a 4.671 acre site located west of the Neroly Road and Placer Drive intersection, APN: 041-021-025:
  - 1. The proposed project is consistent with the Oakley 2020 General Plan in that the new buildings, landscaping, and site improvements will provide a significant aesthetic upgrade to the property and help facilitate the economic development activities of the City.
  - 2. The proposed project is consistent with the applicable sections of the Zoning Ordinance and adopted P-1 District in that it will provide adequate off-site parking, be designed consistent with the adopted P-1 District, and future activities (e.g. temporary use permits) will be subject to the zoning ordinance. Also, this Design Review will act as a Final Development Plan, which satisfies the P-1 District requirements.
  - 3. The proposed project meets criteria set forth in the Oakley Commercial and Industrial Design Guidelines in that:
    - a. The buildings will include a two-tone stucco exterior with windows visible on the main one-story section along Neroly Road;
    - b. The architecture successfully combines screening the use from public view through landscaping and designing the exterior of the southern building to appear like an office building wall that provides a visual buffer between the railroad tracks to the west and the residential uses to the east; and

- c. The building entries are clearly defined through use of architecture.
- B. The project complies with Measure J Growth Management requirements.
- C. The Initial Study/Mitigated Negative Declaration has been prepared and made available for public comment, pursuant to the California Environmental Quality Act (CEQA) Guidelines, and mitigation measures contained therein will reduce all potentially significant impacts of the project to a less than significant level.

BE IT FURTHER RESOLVED THAT, on the basis of the above Findings and the Record, the City Council approves of the Applicant's request for **Design Review (DR 13-16)**, subject to the following Conditions of Approval:

## **Conditions of Approval**

Applicant shall comply with the requirements of the Oakley Municipal Code. Any exceptions must be stipulated in these Conditions of Approval. Conditions of Approval are based on the application received by the Planning Division dated **March 10, 2016**, as well as additional information acquired since that time and made part of the project file.

THE FOLLOWING CONDITIONS OF APPROVAL SHALL BE SATISFIED PRIOR TO THE CONSTRUCTION OF THE BUILDING UNLESS OTHERWISE NOTED:

# Planning Division Conditions

#### General:

- 1. This **Design Review (DR 13-16)** is approved, as shown on the plans, date stamped by the Planning Division on **March 10, 2016**, and as modified by the following conditions of approval, subject to final review and approval by the Community Development Director.
- 2. This approval for Design Review (DR 13-16) shall be effectuated within a period of three (3) years from the effective date of this resolution by pulling a building permit and if not effectuated shall expire on August 9, 2019. Prior to said expiration date, the applicant may apply for an extension of time pursuant to the provisions of the Zoning Code.
- All construction drawings submitted for plan check shall be in substantial compliance with the plans presented to and approved by the City Council on August 9, 2016.
- 4. All conditions of approval shall be satisfied by the owner/developer. All costs associated with compliance with the conditions shall be at the owner/developer's expense.

- 5. Noise generating construction activities, including such things as power generators, shall be limited to the hours of 7:30 a.m. to 5:30 p.m. Monday through Friday, and shall be prohibited on City, State and Federal Holidays. The restrictions on allowed working days and times may be modified on prior written approval by the Community Development Director.
- 6. Should archaeological materials be uncovered during grading, trenching or other on- site excavation(s), earthwork within 30 yards of these materials shall be stopped until a professional archaeologist who is certified by the Society of Professional Archaeology (SOPA) has had an opportunity to evaluate the significance of the find and suggest appropriate mitigation(s), if deemed necessary. If the remains are determined to be that of Native American origin, procedures will be guided by California PRC 5097 through California's Native American Heritage Commission.
- 7. The applicant shall defend, indemnify, and hold harmless the city or any of its boards, commissions, agents, officers, and employees from any claim, action or proceeding against the city, its boards, commissions, agents, officers, or employees to attack, set aside, void, or annul, the approval of the project. The city shall promptly notify the applicant of any such claim, action or proceeding. The city shall have the option of coordinating the defense. Nothing contained in this condition shall prohibit the city from participating in a defense of any claim, action, or proceeding if the city bears its own attorney's fees and costs, and the city defends the action in good faith.
- 8. All uses proposed for the office building area shall be in accordance with the uses allowed within the project's P-1 District.
- 9. This approval allows the rental of one moving truck/van associated with the business. This approval does not allow a full scale moving truck/van rental business from the premises.

#### Site Plan:

- 10. All parking stall striping shall be double striped. Parking stalls shall be 9 feet wide by 19 feet deep with an allowed 2 foot overhang in some cases and all drive aisles shall be a minimum 24 feet in width as reviewed and approved by the Community Development Director.
- 11. A lighting and photometric plan shall be submitted prior to the issuance of building permits. The minimum requirement shall be one foot of candle light within public parking areas and pedestrian pathways.
- 12. Light poles shall be a maximum height of twenty (20) feet and shall provide glare shields where adjacent to existing residences per the review and approval of the Community Development Director.

- 13. A trash enclosure shall match Oakley Disposal and City standards and shall provide adequate space to accommodate both trash and recycling. Also, if not located within the footprint of a building, trash enclosures shall be constructed with a roof to match the building design and materials, have metal gates, and when appropriate be surrounded by landscaping with climbing vines on three sides per the review and approval of the Community Development Director.
- 14. Storage shall be contained inside the buildings. Storage containers are not allowed and pallets, boxes, cardboard etc. shall not be stored outside.
- 15. The final site plan shall show a bike rack located outside of the entry gate and adjacent to the office building, subject to final approval by the Community Development Director.

#### Architecture:

- 16.All exterior building colors shall be as depicted on the applicant's color rendering plans. The final color palette shall be subject to the review and approval of the Community Development Director.
- 17.All roof-mounted equipment shall be architecturally screened from view from all angles
- 18. Light fixtures on the office building shall be decorative fixtures per the review and approval of the Community Development Director.
- 19. Anti-graffiti techniques shall be used on the exterior walls of the buildings.
- 20. Security cameras shall be installed in locations, including all driveways, to be reviewed and approved by the Community Development Director.
- 21. Any metal storage containers placed on-site (including within the 75' wide PG&E Easement) shall be architecturally compatible in terms of color, materials and design with the main storage buildings.

#### Landscaping Requirements:

22. A landscaping and irrigation plan for all areas shown on the site plan shall be submitted for review and approval of the Community Development Director prior to the issuance of building permits. The landscaping plan shall include the project's frontage and side yards. Landscaping shall conform to the Oakley Water Efficient Landscape Ordinance and the Guidelines for Implementation of the City of Oakley Water Efficient Landscape Ordinance and shall be installed prior to final occupancy. The plan shall be prepared by a licensed landscape architect

- and shall be certified to be in compliance with the City's Water Conservation Ordinance.
- 23. California native drought tolerant plant or shall be used as much as possible. All trees shall be a mix of fifteen-gallon, 24-inch box and 36-inch box, all shrubs shall be a minimum five-gallon size, except as otherwise noted.
- 24. Parking lot trees shall provide 50 percent shading of the parking areas at tree maturity.
- 25. Prior to occupancy, an on-site inspection shall be made of privately owned lands by a licensed landscape architect to determine compliance with the approved landscape plan. A signed certification of completion shall be submitted to the Community Development Director for review and approval.
- 26. If occupancy is requested prior to the installation of the landscape and irrigation improvements, then either a cash deposit or a letter of credit shall be delivered to the City for 125 percent of the estimated cost of the uncompleted portion of the landscape and irrigation improvements. If compliance is not achieved after six months of occupancy as determined by the Community Development Director, the City shall contract for the completion of the landscaping and irrigation improvements to be paid for by the held sum. The City shall return the unused portion within one year of receipt or at the completion of all work.
- 27. Landscaping shall be maintained as shown on the landscape plan in perpetuity.

#### Mitigation Measures

28. All mitigation measures addressed in the Mitigated Negative Declaration dated June 2016 shall be complied with and addressed as outlined in the Mitigation Monitoring and Reporting Plan, per the review and approval of the Community Development Director.

## Signage:

- 29. The proposed signage shall meet the requirements of the City's Zoning Ordinance. All proposed signage shall be reviewed by the Planning and Building Divisions.
- 30.All signs shall be on permanent structures or the office building and of design and material to compliment the proposed building office building. No signs on the premises shall be animated, rotating or flashing. No flags, pennants, banners, pinwheels or similar items shall be permitted on the premises, with the exception of a United States flag and California state flag.

31. Temporary signage for such things as special events and grand openings shall be subject to the Oakley Municipal Code Chapter 9.5 (Regulation of Signs and Outdoor Advertising).

## Waste Management Plan:

32. The applicant shall submit a Waste Management Plan that complies with the City of Oakley Construction and Demolition Debris Recycling Ordinance.

# **Building Division Conditions**

- 33. Plans shall meet the currently adopted Uniform Codes as well as the newest T-24 Energy Requirements per the State of California Energy Commission. To confirm the most recent adopted codes please contact the Building Division at (925) 625 7005.
- 34.An Automatic Life Safety Sprinkler System shall be required in all new construction pursuant to Ordinance 22-06. The Automatic Life Safety Sprinkler Systems in commercial and industrial buildings shall be designed and installed to the standards and requirements found in the most recent version of the NFPA (National Fire Protection Association). Automatic Life Safety Sprinkler Systems in hotels and apartments shall be installed to the stands and requirements found in the most recent version of the NFPA, Standard 13R.
- 35. Prior to requesting a Certificate of Occupancy from the Building Division all Conditions of Approval required to occupancy must be completed.
- 36.All new commercial buildings and places of public accommodation shall be designed to the standards found in the latest version of California Building Code Chapter 11B or the 2010 ADA standards for accessible design, whichever is stricter.

# Public Works and Engineering Conditions

#### General:

37. Submit improvement plans prepared by a registered civil engineer to the City Engineer for review and approval and pay the appropriate processing costs in accordance with the Municipal Code and these conditions of approval. The plans shall be consistent with the Stormwater Control Plan for the project, include the drawings and specifications necessary to implement the required stormwater control measures, and be accompanied by a Construction Plan C.3 Checklist as described in the Stormwater C.3 Guidebook.

- 38. Submit grading plans including erosion control measures and revegetation plans prepared by a registered civil engineer to the City Engineer for review and pay appropriate processing costs in accordance with the Code and these conditions of approval.
- 39. Submit landscaping plans for publicly maintained landscaping, including planting and irrigation details, as prepared by a licensed landscape architect to the City Engineer for review and pay appropriate processing costs in accordance with the Code and these conditions of approval.
- 40. Execute any agreements required by the Stormwater Control Plan which pertain to the transfer of ownership and/or long term maintenance of stormwater treatment mechanisms required by the plan prior to the final inspection of the first house within the subdivision.

#### Roadway Improvements:

- 41. Construct the frontage of Neroly Road to match the existing roadway to the satisfaction of the City Engineer, including curb, right of way landscaping, necessary longitudinal and transverse drainage, and conforms to existing improvements.
- 42. Design all public and private pedestrian facilities in accordance with Title 24 (Handicap Access) and the Americans with Disabilities Act.

## Road Alignment/Sight Distance:

43. Submit a preliminary plan and profile to the City Engineer for review showing all required improvements to Neroly Road. The sketch plan shall be to scale, show horizontal and vertical alignments, transitions, curb lines, lane striping and cross sections and shall provide sight distance for a design speed of 45 miles per hour. The plan shall extend a minimum of 150 feet ± beyond the limits of the proposed work.

#### Road Dedications:

- 44. Convey to the City, by offer of dedication, the right of way for Neroly Road needed to accommodate the required improvements along the project frontage.
- 45. Relinquish abutter's rights of access along Neroly Road except for the three approved driveway locations.

# Access to Adjoining Property:

- 46. Furnish necessary rights of way, rights of entry, permits and/or easements for the construction of off-site, temporary or permanent, public and private road and drainage improvements.
- 47. Applicant shall only be allowed access to the project site at the three locations shown on the approved site plan.

## On-Site Improvements:

48. Provide a minimum outside turning radius of 45 feet and a minimum inside turning radius of 28 feet within the parking lot.

## Landscaping in the Public Right of Way:

49. Enter into an agreement with the City that requires the right of way landscaping adjacent to the site to be maintained as part of the on-site landscaping at the property owner's expense to a standard acceptable and agreed upon by the City.

## Street Lights:

50. Install streetlights along the project Neroly Road frontage. The City Engineer shall determine the final number and location of the lights, and the lights shall be on an LS2-A rate service. The lights along Neroly ROad shall be General Electric spun aluminum "cobra head" style with LEDs.

### Grading:

- 51. Submit a geotechnical report to the City Engineer for review that substantiates the design features incorporated into the subdivision including, but not limited to grading activities, compaction requirements, utility construction, slopes, retaining walls, and roadway sections.
- 52. At least one week prior to commencement of grading, the applicant shall post the site and mail to the owners of property within 300 feet of the exterior boundary of the project site notice that construction work will commence. The notice shall include a list of contact persons with name, title, phone number and area of responsibility. The person responsible for maintaining the list shall be included. The list shall be kept current at all times and shall consist of persons with authority to indicate and implement corrective action in their area of responsibility. The names of the individual responsible for noise and litter control shall be expressly identified in the notice. The notice shall be reissued with each phase of major grading activity. A copy of the notice shall be concurrently transmitted to the City Engineer. The notice shall be accompanied by a list of the names and addresses of the property owners noticed, and a map identifying the area noticed.

- 53. Dust control measures shall be provided for all stockpiling per the review and approval of the City Engineer.
- 54. Grade any slopes with a vertical height of four feet or more at a slope of 3 to 1. Retaining walls that may be installed to reduce the slope must be masonry and comply with the City's building code.
- 55. Submit a dust and litter control plan to the City Engineer prior to beginning any construction activities.
- 56. Submit a haul route plan to the City Engineer for review and approval prior to importing or exporting any material from the site. The plan shall include the location of the borrow or fill area, the proposed haul routes, the estimated number and frequency of trips, and the proposed schedule of hauling. Based on this plan the City Engineer shall determine whether pavement condition surveys must be conducted along the proposed haul routes to determine what impacts the trucking activities may have. The project proponents shall be responsible to repair to their pre-construction condition any roads along the utilized routes.
- 57. Prior to commencement of any site work that will result in a land disturbance of one acre or more, the applicant shall provide evidence to the City Engineer that the requirements for obtaining a State General Construction Permit have been met. Such evidence may be a copy of the Notice of Intent letter sent by the State Water Resources Control Board. The WDID Number shall be shown on the grading plan prior to approval by the City Engineer.
- 58. Submit an updated erosion control plan reflecting current site conditions to the City Engineer for review and approval no later than September 1st of every year while the Notice of Intent is active.
- 59. The burying of any construction debris is prohibited on construction sites.

#### **Utilities/Undergrounding:**

- 60. Underground all new and existing utility distribution facilities, including those along the frontage of Neroly Road. The developer shall provide joint trench composite plans for the underground electrical, gas, telephone, cable television and communication conduits and cables including the size, location and details of all trenches, locations of building utility service stubs and meters and placements or arrangements of junction structures as a part of the Improvement Plan submittals for the project. The composite drawings and/or utility improvement plans shall be signed by a licensed civil engineer.
- 61. If occupancy is requested by the applicant prior to the installation of the undergrounding of the utility improvements and completion of the frontage landscaping and irrigation improvements or any other frontage improvements,

the City and the applicant may, at the discretion of the City Engineer, enter into a Frontage Improvement Agreement (FIA) to secure the completion of these improvements. The FIA shall include the requirement for the applicant to provide a cash deposit to the City of not less than 125% of the estimated cost of the improvements to be completed by the applicant. The FIA shall stipulate that the City may elect to proceed with completing the outstanding improvements at any time after six months from the date of execution of the FIA and the City may use any or all of the cash deposit to pay the cost of the construction of the improvements. Unused funds, if any, from the deposit shall be returned to the applicant by the City within a reasonable amount of time upon completion of the construction of the improvements.

- 62.All utility boxes shall be installed underground and all wires and cables must be installed in conduits. Compliance with this condition shall be at the discretion of the City Engineer.
- 63. Above ground utility boxes shall be camouflaged per the review and approval of the City Engineer.

## **Drainage Improvements:**

- 64. Collect and convey all stormwater entering and/or originating on this property, without diversion and within an adequate storm drainage facility, to an adequate natural watercourse having definable bed and banks, or to an existing adequate public storm drainage facility that conveys the storm waters to an adequate natural watercourse consistent with the plans for Drainage Area 56 as prepared by the Contra Costa County Flood Control and Water Conservation District.
- 65. Submit a final hydrology and hydraulic report including 10-year and 100-year frequency event calculations for the proposed drainage system and stormwater pond to the City Engineer for review and approval.
- 66. Design and construct all storm drainage facilities in compliance with the Municipal Code and City design standards.
- 67. Prevent storm drainage from draining across the sidewalk(s) and driveway(s) in a concentrated manner.
- 68. Dedicate a public drainage easement over the drainage system that conveys storm water run-off from public streets.

# National Pollutant Discharge Elimination System (NPDES):

69. 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 Resources

Control Board, the Regional Water Quality Control Board (Central Valley - Region IV), including the Stormwater C.3 requirements as detailed in the Guidebook available at www.cccleanwater.org.

Compliance shall include developing long-term best management practices (BMP's) for the reduction or elimination of storm water pollutants. The project design shall incorporate wherever feasible, the following long-term BMP's in accordance with the Contra Costa Clean Water Program for the site's storm water drainage:

- Utilize pavers or other pervious materials for driveways, walkways, and parking areas wherever feasible.
- Minimize the amount of directly connected impervious surface area.
- Delineate all storm drains with "No Dumping, Drains to the Delta" permanent metal markers per City standards.
- Construct concrete driveway weakened plane joints at angles to assist in directing run-off to landscaped/pervious areas prior to entering the street curb and gutter.
- Install filters in on-site storm drain inlets.
- Sweeping the paved portion of the site at least once a month utilizing a vacuum type sweeper.
- Use of landscape areas, vegetated swales, pervious pavement, and other infiltration mechanisms to filter stormwater prior to entering the storm drain system.
- Provide a sufficient amount of on-site trash receptacles.
- Distribute public information items regarding the Clean Water Program to customers.
- Other alternatives as approved by the City Engineer.
- 70. Submit a fuel spillage containment plan and long-term water quality plan for the gas station portion of the project.

#### Fees/Assessments:

- 71. Comply with the requirements of the development impact fees listed below, in addition to those noticed by the City Council in Resolution 85-00 and 08-03. The applicant shall pay the fees in the amounts in effect at the time each building permit is issued.
  - A. Traffic Impact Fee (authorized by Ordinance No. 14-00, adopted by Resolution 49-03);
  - B. Regional Transportation Development Impact Mitigation Fee or any future alternative regional fee adopted by the City (authorized by Ordinance No. 14-00, adopted by Resolution No. 73-05);

- C. Park Land Dedication In-Lieu Fee (adopted by Ordinance No. 03-03);
- D. Park Impact Fee (authorized by Ordinance No. 05-00, adopted by Resolution No. 19-03);
- E. Public Facilities Fee (authorized by Ordinance No. 05-00, adopted by Resolution No. 18-03);
- F. Fire Facilities Impact Fee, collected by the City (adopted by Resolution No. 09-01);
- G. General Plan Fee (adopted by Resolution No. 53-03): and
- H. East Contra Costa County Habitat Conservation Plan Fee (adopted by Resolution No. 112-07 & 124-07).

The applicant should contact the City Engineer prior to constructing any public improvements to determine if any of the required improvements are eligible for credits or reimbursements against the applicable traffic benefit fees or from future developments.

- 72. The applicant shall be responsible for paying the County Recorder's fee for the Notice of Determination as well as the State Department of Fish and Game's filing fee.
- 73. Annex the property to the City of Oakley Community Facilities District No. 2015-2 (CFD) for funding the maintenance and operation costs associated with regional, community and neighborhood parks, public area landscaping, street lights and storm water facilities. The applicant shall apply for annexation and provide all information and documents required by the City to process the annexation. All costs of the annexation shall be paid by Applicant. The assessment shall be the per parcel annual amount set by CFD at the time of annexation. Annexation shall be completed prior to filing of the final parcel map.
- 74. Participate in the provision of funding to maintain police services by voting to approve a special tax for the parcels created by this subdivision approval. The tax shall be the per parcel annual amount (with appropriate future cost of living adjustment) as established at the time of voting by the City Council. The election to provide for the tax shall be completed prior to filing of the final map. Should the building be occupied prior to the City receiving the first disbursement from the tax bill, the project proponent shall be responsible for paying the pro-rata share for the remainder of the tax year prior to the City conducting a final inspection.
- 75. Applicant shall comply with the drainage fee requirements for Drainage Area 56 as adopted by the County Board of Supervisors. The applicant shall pay the fee in effect at the time of building permit issuance. Certain improvements required

by the Conditions of Approval for this development or the Code may be eligible for credit or reimbursement against the drainage area fee. The developer should contact the City Engineer to personally determine the extent of any credit or reimbursement for which they might be eligible. Any credit or reimbursements shall be determined prior to filing the final map or as approved by the Flood Control District.

#### **ADVISORY NOTES**

PLEASE NOTE ADVISORY NOTES ARE ATTACHED TO THE CONDITIONS OF APPROVAL BUT ARE NOT A PART OF THE CONDITIONS OF APPROVAL. ADVISORY NOTES ARE PROVIDED FOR THE PURPOSE OF INFORMING THE APPLICANT OF ADDITIONAL ORDINANCE REQUIREMENTS THAT MUST BE MET IN ORDER TO PROCEED WITH DEVELOPMENT.

- A. The applicant/owner should be aware of the expiration dates and renewing requirements prior to requesting building or grading permits.
- B. The project will require a grading permit pursuant to the Ordinance Code.
- C. Comply with the requirements of the Ironhouse Sanitary District.
- D. Comply with the requirements of the East Contra Costa Fire Protection District.
- E. Comply with the requirements of the Diablo Water District.
- F. Comply with the requirements of the Building Inspection Department. Building permits are required prior to the construction of most structures.
- G. This project may be subject to the requirements of the Department of Fish and Game. It is the applicant's responsibility to notify the Department of Fish and Game, PO Box 47, Yountville, California 94599, of any proposed construction within this development that may affect any fish and wildlife resources, per the Fish and Game Code.
- H. This project may be subject to the requirements of the Army Corps of Engineers. It is the applicant's responsibility to notify the appropriate district of the Corps of Engineers to determine if a permit is required, and if it can be obtained.

PASSED AND ADOPTED by the held on the 9th day of August, 2016 b		kley at a meeting
AYES:		
NOES:		
ABSENT:		
ABSTENTIONS:		
	APPROVED:	
	Kevin Romick, Mayor	Date
ATTEST:		
Libby Vreonis, City Clerk	Date	

City of Oakley Planning Division

3231 Main Street

Oakley, Ca. 94561

July 30, 2016

Attn: Joshua McMurray

Mr. McMurray,

I am writing to state my objection to a proposed storage facility on Neroly Road in Oakley. While I am not opposed to attracting new businesses to Oakley, I feel that the proposed project, Acorn Self Storage, location is not appropriate. As you are aware, Silverado Crest and the adjoining Neroly Rancheros are estate homes and represent one of the nicest areas in Oakley. As a home owner in Silverado Crest for 15 years, I see this proposed project decreasing my property value by increased traffic on Neroly Road, increasing traffic through our development (since the main entrance aligns with Placer), 24/7 business lighting, nuisances alarms, illegally dumping debris, etc.

It seems that there are many other commercially zoned areas in Oakley that are much more suitable for a facility/business of this type. I ask that the property remain zoned for residential development in keeping with the adjoin residential neighborhoods.

Thanks you for your consideration.

Joe & Lori Metcalf

4515 Lariat Lane

Oakley, Ca. 94561

From:

Terese Olan <tessolan@gmail.com>

Sent:

Saturday, July 30, 2016 1:25 AM

To: Subject: Joshua McMurray Acorn Storage Facility

#### Dear Josh McMurray,

I am writing this letter to you hoping you will take into consideration the many neighbors in the Silverado Crest Subdivision that the Acorn Storage facility will effect. I was coming home from work one day last week and I took off the Main Street exit and instead of making a right turn on to Neroly I went straight on Main St. On the right hand side I passed Delta Storage and then I passed Public Storage and then on my left handside Self Storage. Three storage facilities in approximately 1 mile, that was just on Main Street, Neroly Rd has a Boat storage facility and Live Oak has two storage facilities. Why would the city be in favor of another storage facility being built in Oakley?

Silverado Crest is considered to be a highly desirable neighborhood in Oakley, the Acorn storage facility in our backyard will definitely decrease the property value. I am asking you to please help us stop The Acorn Storage Facility from being built.

Oakley has become a city full of subdivisions, plenty of storage facilities several within a mile of each other. The open land on Neroly by the railroad tracks is beautiful, when I go walking everyday on the path along side of the canal under the freeway overpass heading up towards Antioch it is peaceful not to see buildings, stucco wall, lights or hear electric gates opening and closing or storage unit alarms sounding off.

I don't want to bring up the crime that I believe will increase, or the storage and garbage debris that I believe will surface on the sides of Neroly Rd. All I can do is ask that you will help stop this Acorn storage facility from being built in our backyard, Please help protect this neighborhood from dropping in value and beauty. Antioch was a desirable city 10 years ago and the City of Antioch supported too many growth changes which caused Antioch to go from a clean, safe and beautiful city to a run down, unsafe, with little beauty city.

It is scary to think Antioch is spreading to Oakley. I realize growth can be good, I just do not see the good that this storage facility will bring long term. I am sure short term good for the City of Oakley is revenue, I believe that is the same short term good that Antioch saw when the city allowed many low income neighborhoods to grow which caused Antioch to become undesirable, unsafe, vacant shopping centers, with very little beauty.

Thank you for your time and consideration to the above request to help stop the Acorn Storage Facility.

Sincerely,

Terese D. Olan 4545 Lariat Lane Oakley, Ca. 94561

From:

Oldcarnut47 < oldcarnut47@gmail.com>

Sent:

Friday, July 29, 2016 5:14 PM

To:

Joshua McMurray

Subject:

Proposed storage business

Please add my Wife an I to the opposition of the proposed storage business you've heard so much about.we do not want this in our neighborhood . Please respect that and reject the application. Thanks ,Dave and 'Trish Houghton 2896 Stirrup drive , Oakley

From:

Debbie <debbie.j.flores@gmail.com>

Sent:

Friday, July 29, 2016 3:20 PM

To:

Joshua McMurray

Subject:

Proposed Acorn Storage Facility.

Dear Mr. McMurray,

I am writing on behalf of the Oakley residents who have signed in opposition of the proposed Acorn Storage facility. We currently have approximately 143 signatures opposing the rezoning and building of the storage facility and this letter represents them.

As homeowners/residents in Oakley we understand the need for the city to encourage development and attract businesses in order for our city to prosper, but does Oakley really need another storage facility? We don't know the answer to that question, but we do know that the proposed location is not a suitable location for one. Our neighbors are concerned with the subsequent affects that this type of business could have in our neighborhood. Some of those concerns are; increased traffic, increased noise, increased crime, increased dumping, decreased property values and safety. The neighborhoods in the proposed location are currently among the safest and most expensive neighborhoods in Oakley, therefore the adverse affect would have a much greater impact to these neighborhoods as opposed to a more industrial or commercial location. We understand the CEQA has been completed and have reviewed it as well, however it does not alleviate our concerns.

We want, what I'm sure you and the City Council want, a prosperous and viable city and understand that development needs to occur in order for that to happen. But is this the type of businesses we want in Oakley? Is another storage facility going to attract families, productive citizens, restaurants, shops and convince people that Oakley should be the local city of choice to live, dine and shop in? We think that's something that still needs to be determined. The one thing we do know, is that this is not the right location for this type of business. There are many other business areas that would be suitable. We ask that you only allow businesses to build where they belong and that is not in a residential neighborhood. We ask that you deny the request to rezone this property. We ask that you deny the request to build this storage facility on Neroly Rd and Placer Dr. We ask that you hear us and our concerns and we ask that we work together to find another location for Acorn Storage, if its deemed another storage facility is indeed needed.

Thank you for taking the time to read this email. We look forward to the meeting on August 9<sup>th</sup> when we will present the signatures of our concerned neighbors and citizens to the City Council. In the meantime we will continue to talk to our neighbors and get their opinions on this issue and if they agree with our perspective, gather their signatures.

Debbie Flores 4495 Lariat Lane Oakley, Ca

143 Residents Oakley, Ca

Sent from my iPhone

From:

Leslie <mcquilt52@comcast.net>

Sent:

Friday, July 29, 2016 2:52 PM

To: Subject: Joshua McMurray Acorn Storage

Dear Mr. McMurray,

As a resident of Oakley, I am concerned about the proposed storage facility being planned to be located on Neroly Rd. Now that the 160/ bypass has been completed, the traffic has calmed a bit on Neroly Rd and is not quite as dangerous to pull out onto Neroly as before. With the proposed storage units, this will negate any positive impact we have had because of an increase in traffic again.

It is also not a good location because it is too close to existing housing developments. Not only will it increase the traffic, but I'm sure there will be more dumping of items that just "won't fit" into the storage area (take a look at Oakley Rd. in Antioch-- a dumping grounds!).

It is time the City of Oakley listens to it's citizens and their concerns! There are far better places to locate a storage facility within our city with little to no impact on neighborhoods.

Thank you, Leslie McKinnon

Sent from my iPad

July 29, 2016

City of Oakley Attn: Honorable Romick and Oakley City Council 3231 Main Street Oakley, CA 94561

Honorable Mayor Romick and Oakley City Council,

We moved our family to Oakley, in 1993. We loved the rural area and found a home large enough for our family. Over the last 23 years, we have treasured the rural life: no sidewalks or streetlights and for the most part quiet lifestyle. Our children grew up playing (hockey, tag, etc.) in the streets and fields; a life all children should be able to experience. We have seen many changes to our neighborhood; the fields have been replaced with homes, cul-de-sacs are now through streets. Nonetheless, you can still see children and adults riding their bikes in the street, walking their pets, and we can still enjoy the stars at night without bright streetlights.

Should the 1,000+ self storage facility be built across the street from us, that will all come to an end. Traffic will increase substantially in our small neighborhood, as will crime and blight. The noise from cars going in and out of the facility, alarms going off, gates opening and closing will be constant. As of now, I will not make a left hand turn out of our development due to concerns and speeding cars. I already take alternative routes to avoid this. With increased traffic, Neroly Road will once again be the site of some horrendous car accidents; we have witnessed and heard many in our 23 years living here.

Why another storage facility? Within five miles of our home there are 10 self storage facilities (see attached). Do we really need another one? And, why so close to residential areas? Why not create a green space or better yet leave it as is. I know all of the homes in Silverado Crest (I am not sure about the Meritage, Discovery and Neroly Ranches) have been paying a parcel tax, Oakley Land Z3-7. This is to cover the landscaping, lighting around our neighborhood and a local park (ours is located a mile away). Use those funds, paid by our neighborhoods, to purchase the property and leave as open space.

Last but not least, if the storage facility is built it will adversely affect the values of all the homes in the surrounding area. This is a neighborhood of homeowners, not renters that take pride in their homes.

I hope you will take our concerns into consideration prior to making your decision on the Acorn Storage Facility.

Respectfully,

William H Wellman II and Susan E Wellman 4280 Gold Run Drive, Oakley CA 94561

From:

Randall Yarbrough <cnyarbrough@me.com>

Sent:

Thursday, July 28, 2016 10:59 PM

To:

Joshua McMurray

Subject:

Acorn storage

Please don't make the residential neighborhood get more noise and traffic than it already has by putting a storage unit in next to homes. It's going to be near the gasoline and train tracks that maybe used and we aren't that desperate are we to fill a hazardous area with storage units? We don't believe this is looking out for your community we have 2 units already at this end of town please reconsider this decision you are considering. Thank you, Randall and Nancy Yarbrough

Sent from my iPad

From:

therese clenney <tmilsp30@aol.com>

Sent:

Thursday, July 28, 2016 10:42 PM

To:

Joshua McMurray

Subject:

Acorn storage opposition

My name is Therese Clenney & I live at 4255 Gold Run Dr., Oakley. I am writing to you in great opposition to the proposed Acorn Storage on Neroly. Please understand that my neighbors & I selected this neighborhood because of its safe, quiet environment. We pay a lot more than other residence in Oakley to live this way. We don't even have sidewalks or Street lights. Many of these home are upwards of \$600,000-1,000,000 each. Why would this area be considered for a storage facility? I am saddened that our beloved city of Oakley would even allow this to happen in the space that it is proposed on! This is a residential area, a very high paying tax residential area, at that! There is so much other wide open spaces to build this storage on, plus there are many other storage facilities around town that are making Oakley revenue, I'm sure. Why is there a need for another storage as opposed to more residences?

I plead with you & the city, to reconsider this proposal. Would any of you like this to be built in your back yards, be honest with yourselves. This is literally going to be across the street from my back yard, it's a horrible idea! It will, for sure, create many different bad issues around our quiet neighborhood. My husband has a storage on Live Oak & Main Street he uses for work materials. I don't even want to mention the very bad issues he comes across on a daily basis. So we are very familiar with the negative attributes of a storage facility. It is quite unnecessary to bring 1000+ cases of traffic, noise, & crime to, what I feel, should be Oakley's shining showcase neighborhood!

So please take this letter as a stance of opposition for this storage proposal. I have met with many neighbors, passed out opposing flyers, & also plan to be at the city mtg. on Aug 9th. I truly wish this City that I support & love (for the past 16 years) will love & support me & my high functioning neighbors back!

Therese Clenney 4255 gold run dr. 925-642-2244

From:

Susan Caguyong <gcaguyong@ifslivescan.com>

Sent:

Thursday, July 28, 2016 5:59 PM

To:

Joshua McMurray

Subject:

Proposed Storage facility

The proposed storage facility is not one that is on the best interest of our residential neighborhood. All signatures were acquired from people not living in the area that will be affected by the extra traffic, noise and safety concerns that this will bring to our area. It is already difficult to walk through the neighborhood and cross placer without adding traffic you our community! Please acknowledge our concerns and not allow this facility to be built in a residential neighborhood. There are 5+ storage facilities in the surrounding area... With little need for more. It should be placed in a commercial zone, not near homes!

--Susan Caguyong Concerned resident 14 Gold run court

Sent from my iPhone

Date: 7/28/16

From: Bolo 'z Debb', Legle - 4520 LARIAT LAWE (A concerned resident of the surrounding Neroly Road neighborhood)

To: Joshua McMurray, Planning Manager @ City of Oakley 3231 Main St., Oakley, CA 94561 mcmurray@ci.oakley.ca.us (925) 625-7000

Please note: We are stating our
objection in writing of the proposed
Storage facility being proposed on Neroly
Rd. across from Silverado Cryst Subdivision.
This property is currently zoned residential
and should be left residential, it should
not be rezoned commercial. There are other
areas down Neroly i main street which are
already zoned this purpose! Also the traffic
study done my be inaccurate. Neroly is
too narrow at proposed entry to have
ys melt traffic. No room for turn in lange!

Contact Info: Home- 925-625-2526 Cell - 925-260-4397

From:

Trish McDermott <trishmcd@gmail.com>

Sent:

Thursday, July 28, 2016 8:45 AM

To: Cc: Joshua McMurray Trish McDermott

Subject:

Re: Acorn Storage Facility

Dear Josh McMurray,

Please forward this email to the Oakley City Council.

Thank You,

Trish McDermott

To the Oakley City Council:

I live at 4811 Knarlwood Road in Oakley, a nice quiet rural area within Oakley. My husband and I moved here in 2013 with our daughter from Fremont because we wanted to live in a country atmosphere. Recently we discovered that Acorn Storage intends to build a Storage Facility consisting of 1000+ units on Neroly Road.

This would greatly impact our neighborhood. My family enjoys riding bikes and walking through the neighborhood in the mornings and evenings. There are no sidewalks in our neighborhood and so we must walk in the streets. Placer Drive has always been a problem because it is a through street from East to West. The Storage Facility will be located on the west end and is sure to cause increased traffic on Placer Drive and Quail Glen Drive. There is also little to no street lighting in this area, which reduces visibility. While that is fine for the occasional neighborhood traffic, for those who live here, it would be horrible for those unfamiliar with the area, rushing through the neighborhood on their way to the Storage Facility. (Yes, people will take Placer or Quail Glen Drive as a shortcut to it from Live Oak Road.)

Please do not allow the Storage Facility to be built at the current proposed location on Neroly Road at Placer.

Sincerely,

Patricia (Trish) McDermott



# Dear Joshua Mc Mussay,

the dependence of the stand about Nerdy Rid.

Nerdy Rid.

We have on Gold Run Drive, +

this would be in our back you!

We are concerned about decrease. become of the nice visable ported Covered Month tipolo all ( just soon in town oneint of bbo bluck ctin sports & OUR other concern is the track, Heroly Rd has enough with trosh a dushping and, is at the city concil mosting for the city on the concount. Thank you Bernett

4235 Gold Run Dr. Oakkey CA 94561

#### RICHARD BROPHY, D.C.

3731 Sunset Lane, Suite 102 Antioch, California 94509 (925) 754-6780 FAX (925) 754-6915

City of Oakley

#### Dear Sirs:

I am writing to express my deep concern and objection to approving the property across Neroly Road for construction of an <u>Acorn Self Storage</u>. We need to <u>stop</u> this from occurring as this property is zoned for <u>residential</u> and the city wants to <u>rezone it commercial!</u>

- · Would decrease our property values
- Would create more noise and traffic on Neroly Rd. & Placer Dr.
- Business lighting would shine into our windows during evening hours & unit alarms will constantly be going off due to operator error
- · Noisy opening and closing of security gates until 10pm

Putting a business such as this is absurd considering there is an **abundance** of commercial property at Bridgehead Rd where another storage facility can be built, and there are already 4 storage facilities in Oakley; with 2 at Main and Live Oakl Placer Dr. will be extended into the entrance of the facility so there will be more traffic from Live Oak to Placer past our homes! We live in a prestigious area of Oakley with many of our custom homes close to the million dollar range, and many of our homes have been there for over 20 years.

Richard Brophy, D.C.

CITY OF OAKLEY Planning Department

JUL 2 6 2016

RECEIVED

#### City of Oakley

#### Dear Sirs:

I am writing to express my deep concern and objection to approving the property across Neroly Road for construction of an <u>Acorn Self Storage</u>. We need to <u>stop</u> this from occurring as this property is zoned for <u>residential</u> and the city wants to <u>rezone it commercial</u>!

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Sheryl Brophy
Sheryl Brophy

CITY OF OAKLEY Planning Department

JUL 2 6 2016

RECEIVED

July 19,2016 JUL 2 5 2016 Pakley and Shive at 208 ( 12ps & Pakley Alam writing this letter to unce my objections on the peops Site on Melaly for Clearn Se I am asked you to please please econsider the perge mong tomes already built Post to Commelia there are other Commercial Jones sites where Please this about if it were Close to your homes! Hear I make Papley wark for not just a few who

From:

Mary Anne <gilmaryanne@gmail.com>

Sent:

Monday, July 25, 2016 3:29 PM

To:

Joshua McMurray

Subject:

Letter in regards to Acorn Storage unit

To Mr. McMurray and Oakley City Council,

We live at 4336 Gold Run Drive. We moved here in 1993. We love the rural atmosphere. We learned recently that Acorn Storage is planning to build a Storage unit on Neroly Road. In order for the Storage Unit to be built the City Council has to change the zoning. This would be a terrible addition to our neighborhood. Please vote no.

Why did we not get a notice of the public hearing that took place November 10, 2015? Because we live more than 500 feet from the proposed project!

We moved to Oakley because we wanted to live in a rural type neighborhood and knowing that the property surrounding our house was zoned Single Family Low density. This was very important because each lot was individually owned. Many of us built our own homes here and have lived here for more than 20 years. The lots are each a minimum of 15,000 sq ft in Silverado Crest and a minimum of 1 acre in Neroly Ranchos. Our neighborhood is completed except for the area under consideration.

Our neighborhood does not have sidewalks or street lights. Adults and children in the neighborhood enjoy walking dogs, jogging, and riding bicycles in the streets at all times of the day and evening. This is possible because we have very little neighborhood traffic. However, this is more difficult on both Placer Drive and Quail Glen Drive already because they are through streets.

The proposed Storage facility will consist of 107,758 sq ft of buildings with 1015 units on 4.75 acres! It is located directly in line with Placer Drive. Quail Glen Drive also feeds into it.

The 1015 units would generate more traffic on Placer Drive, Quail Glen Drive and Neroly road changing the lifestyle of our neighborhood. We have neighbors whose houses are right on Neroly Road and others whose homes back up to the road and they would be in direct line of site of the project.

Property values in our neighborhood were greatly affected by the recession. Values are not yet back to where they were, but they are improving. The Storage Unit would affect those values not only because of the increased traffic and crime but also, who wants to look at storage units? Part of the plan calls for one area to have 12 storage containers which would be visible from the homes along Neroly.

Currently there are no street lights on Neroly road through our neighborhood except at the crossroads. Business lighting would shine into the backyards and windows of the houses backing up to Neroly Road. during the evening hours. Unit alarms, and the opening and closing of the security gates until 10 pm would intrude into the quite enjoyment of the neighborhood.

We have had problems with crime in the neighborhood; mailbox theft, cars and homes broken into. This project could make it worse. We cannot afford to take a wait and see attitude. Once it's done it cannot be undone.

We have been paying two parcel taxes:

- 1. Oakley land Z3-7 \$185 which is for landscaping & lightening for neighborhood medians, outside the development and neighborhood park
- 2. Oakley Parks Z1 \$31.88 for city wide parks

Since we do not have a neighborhood park why not use the money and develop a neighborhood park, Dog Park or leave as is and use the tax monies to mow the area once or twice a year?

Storage Units do not belong in neighborhoods. Please relocate this project to a business area such as Bridgehead road. There are plenty of other areas that would be more appropriate for this type of project.

Overall this is a bad fit for our neighborhood. Please vote no.

Mary Anne and Gil Johnson 4336 Gold Run Dr Oakley Lorraine Maxson 2900 Regal Court Oakley, CA 94561

July 25, 2016

Kevin Romick, Mayor Oakley City Council 3231 Main Street Oakley, CA 94561

Re:

Proposed Acorn Storage

Dear Mayor Romick

I am opposed to the proposed Acorn Storage facility on Neroly Road. Our city needs tax revenue, but storage adjacent to one of Oakley's nicest neighborhoods would instead hurt our community.

I have spoken with many members of the neighborhoods impacted by this proposal-- not one person felt that it was an appropriate use of the land for many reasons.

#### Safety:

- Traffic-- Neroly already experiences drivers speeding. A thousand storage units would bring more
  traffic into a residential area—including inexperienced drivers in rental vans and semis (already
  banned from Neroly Rd) increasing traffic accidents. Placer Drive as case in point is travelled by
  children and adults alike--a storage facility would make it a main thoroughfare and unsafe to walk.
- Crime—in our neighborhood crime is very low—partly due its anonymity. A storage facility would unnecessarily bring people into the neighborhood. Storage facilities attract homeless as residents, who can afford nothing else, what do they do during the day?--Wander nearby neighborhoods vandalizing property or stealing property when residents are at work.
- What is stored—there is no guarantee that a meth lab won't blow up the neighborhood, hazardous materials won't be stored, or that business operators using the storage won't create a public nuisance.
- Gas Pipeline—PG&E's pipeline runs along the property. Since the plan calls for storage containers instead of buildings, it only tells me that building near a pipeline is not that good of an idea.

Quality of life. Silverado Crest and Neroly Estates are custom homes. Owners have invested a huge part of their hearts and souls into these homes. The neighborhood is quiet and family oriented—a residential community. We chose this area because it met our needs as a small, safe residential community, not an industrial area. A storage facility with its myriad problems of noise, traffic, crime, and blight (illegal dumping) would only destroy our reason for living here.

Property value and Oakley's tax base. As I said at the beginning, our city needs more businesses for revenue, but does the tax gain from one business outweigh the property tax from our homes that funds our fire departments and parks? Does haphazard planning provide 'small town character'?

There are appropriate locations for storage in Oakley. Neroly Road is not. Consider these sites instead.

Sincerely

Lorraine Maxson

Cc; Josh McMurray

arraine Mila

## James Stafford; Annabel Stafford

4316 Gold Run Drive, Oakley, CA 94561 | (925) 625-8759 | Annicinoakley@aol.com

July 25, 2016

Joshua McMurray
City of Oakley Planning Division
3231 Main Street
Oakley, CA 94561

Dear Mr. McMurray:

We are writing concerning the property across from Silverado Crest Homes at Neroly Road and Placer Drive in Oakley. We understand that there is discussion in rezoning this property from residential to commercial to meet the proposal of building an Acorn Self Storage.

We would like to clearly state our objection to this proposal. We have lived in our home on Gold Run Drive in Oakley for twenty-five years. Our home and those around us are custom homes which make our area very prestigious. We do not want the risk of our property values decreasing, nor do we want to worry about potential problems which may occur due to the storage facility. We feel there are already enough storage facilities in the area.

When we purchased our home in 1991, we were assured that the area would remain residential zoning. We purchased here because Oakley was such a quaint town. Please don't ruin this up and coming city by mixing residential and commercial. The last thing we need is poor planning due to monetary incentives.

Sincerely,

James Stafford; Annabel Stafford

From:

Noncy Wiske, Mary ANN DIWATER, CHAPPIE LISLE

(A concerned resident of the surrounding Neroly Road neighborhood)

To: Joshua McMurray, Planning Manager @ City of Oakley 3231 Main St., Oakley, CA 94561 mcmurray@ci.oakley.ca.us (925) 625-7000

The City of Oakley has approved the property across Neroly Road for construction of an **Acorn Self Storage**. We need to stop this from occurring as this property is zoned for <u>residential</u> and the city wants to <u>rezone it commercial!</u>

- Would decrease our property values
- Would create more noise and traffic on Neroly Rd. & Placer Dr.
- Business lighting would shine into our windows during the evening hours & unit alarms will constantly be going off due to operator error
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Putting a business such as this is absurd considering there is an **abundance** of commercial property at Bridgehead Rd where another storage facility can be built, and there are already **4** storage facilities in Oakley; with **2** at Main and Live Oakles Placer Dr. will be extended into the entrance of the facility so there will be more traffic from Live Oak to Placer past our homes! We live in a prestigious area of Oakley with many of our custom homes close to the million dollar price range, and many of our homes have been here for over 20 years.

With much concern,

Entact info: 4230 NFPAGUE Roan (275) 7554 To again Charles

E-MALL FUTALLELE () DAD - (925) 754-5

F-MAIL ENJAYLISKE @ AULICOM

A FURTHER CONCERN IS THAT PEOPLE AVAILING
THEMSELVES OF STORAGE UNITS USUALLY THAT THEIR
POSCSSIONS IN AND OUT WITH TRUCKS, TRAILERS, SUV'S AND U-HAUL Equipment. THIS KIND OF ACTIVITY IS NOT CONDUSING TO A PEACEFUL NEIGHBURHOOD,

I'M SORRY I CANNOT ATTEND THE HEARINGS IN PERSON, BUT AT 84 I DON. TRAVEL FAR FROM HOME MY THANKS AND ADDRECIATION TO THE PEOPLE WHO PROVATET US THE LITERATURE PERTAINING TO THIS ISSUE.

ANGRY CITIXEN n. L.

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July 18, 2016

To Whom It May Concern at the Oakley Planning Division:

I am writing as a concerned citizen of the Silverado Crest neighborhood. Recently a sign was posted stating that is the intent of the City of Oakley to allow for a Storage Unit facility to be built on Neroly Road across the street from our subdivision.

It is my understanding that this proposal requires the property to be re-zoned from residential to commercial. I live in the Silverado Crest neighborhood and I can tell you that if this project moves forward, I will likely move out, not only of the neighborhood, but out of Oakley as well. I have lived in my home since 2004 and have seen the value of my property increase a bit, then dramatically drop during the housing meltdown and now finally start to go back to my original purchase price. I am not going to wait around for my property value to fall again as a result of this bad decision. Neroly road is finally not the "freeway" it was prior to the bypass opening, and now you're proposing a project that will absolutely result in more traffic on Neroly and likely on Placer Drive as well.

Finally, I am really upset by the fact that when one of my neighbors posted a sign against this project on the board ostensibly put up by either the property owner or the City, that sign was taken down almost immediately! Really? Folks are trying to let you know how strongly we feel about this proposal; you really need to listen to those of us who are speaking out on behalf of our neighborhood. You are apparently considering doing something that we feel will adversely impact the most prestigious neighborhood in Oakley. Why? We certainly have enough storage unit facilities nearby, so why do we need another one, especially here?

I hope you reconsider this proposal and decide it is not an appropriate use of this land. Otherwise, I would expect there will be others besides me, looking to move out of the neighborhood into Brentwood.

Sincerely,

Zui Frel Lori L. Roll

4301 Gold Run Drive

Theodore Anderson Cynthia Kay Kymber Anderson 4309 Gold Run Dr. Oakley, CA 94561 925-625-5393

City of Oakley Planning Division ATTN: Joshua McMurray 3231 Main St. Oakley, CA 94561

Dear Mr. McMurray,

It has come to our attention via the notice of intent posted at 4275 Neroly Rd. that a self-storage unit DBA Acorn Storage is pending approval for construction. We as residents residing in the Silverado Crest subdivision across the street from the proposed business, adamantly oppose this.

The construction area for this proposed business is zoned residential and **not** commercial and thus should **not** be rezoned out of consideration of neighboring residences. Reasons for our opposition are:

- A business of this nature will bring further traffic down Neroly Rd, that finally was recently reduced when the highway 160 off-ramp was completed off the bypass.
- Security lighting necessary for the business will be on every night that will shine onto our residence.
- 3. Storage facilities have audible alarms that frequently go off due to operator error when a tenant fails to properly secure their units. We know this as we have utilized storage facilities ourselves recently.
- 4. Gates to storage facilities make an excessive amount of noise each time they are opened and closed. This will occur throughout the day until 10pm.
- 5. Entrance to the facility will be via an extension of Placer Dr. thus potentially causing further vehicles, including trucks, down a residential street.
- 6. Will depreciate our property value as the business is not conducive to enhancing landscape and architecture that appeal to buyers looking for homes with safety, security, and serenity in mind.

A considerable amount of the custom homes in our subdivision are valued close to the million dollars in value. At the risk of sounding pompous or arrogant, we do not know of many other residences in Oakley that provide the city with that much property tax value and would hate to see this value depreciated by rezoning and putting this business or any other business next to us.

There are already 4 self-storage units in Oakley with 2 being within a few blocks of this location.

With all of the commercial properties readily available in the City of Oakley such as the area of Neroly and Bridgehead Rd. and areas north towards Wilbur Ave., or Laurel Rd. and Ohara Ave., and Main St. near Laurel Rd. just to name a few, we are perplexed as to how and why 4275 Neroly Rd. was chosen and approved by the city for this proposed business.

Sincerely,

(All signers are over the age of 18, maintain this as a primary residence, and are California registered voters)

From:

Ty Becerra <ty2fire@gmail.com> Monday, July 11, 2016 7:28 PM

Sent: To:

Joshua McMurray

Subject:

**Proposed Acorn Storage** 

Proposed Acorn Storage

Mr. McMurray,

My name is Ty Becerra and I live at 4264 Gold Run Dr. I'm writing this letter to gain some clarity and to ask a few questions about the proposed Acorn Storage facility (off Neroly) that is on the pending projects list for the city.

First off I would like to state that myself and the nieghbors in the Silverado Crest North area are vehemently apposed to any such project. We feel that a project such as this would bring unwanted crime, traffic congestion and lead to industrialization of the Silverado Crest North area.

Secondly, we feel that the manner in which the city is attempting to change the zoning to allow this project through (in a silent way) rings false and makes us question the process in which such projects get approval in the city we call home.

I (and my neighbors) moved to Oakley, and more specifically our neighborhood because of the quiet, safe and 'country feel' it offered. We did not move here to be surrounded by industry and all the negitives associated with it. My neighbors and I work hard to keep our neighborhood clean, quite and safe for our children/way of life. We DO NOT want to see our way of life threatened due to poor planning from OUR city government.

So, here are my questions. Why hasn't there been more forthcoming information about this project and why hasn't this topic been opened for discussion in some forum? I live right ACROSS THE STREET from the proposed site and I haven't had the chance to voice my opinion about this matter? Why is this? I haven't received any information AT ALL about this project (from the city) and just recently happened to hear about it on the Nextdoor app. I'm very disappointed in this, as it feels as if our opinion doest matter; which is very frustrating due to the fact that we are the residents that would be affected/impacted by this the most.

Has the city done any type of traffic or crime study that can be shared with us? It would seem to make sense to have these items studied prior to making any type of decision.

Lastly, if one Googles 'self storage near me' one can see that there are 9 storage facilities within 5 mi of my house. Do we really need a 10th? Doesn't make sense to me at all.

Thank you for your time, and your timely response would be greatly appreciated.

Respectfully,

Ty Becerra 4264 Gold Run Dr Oakley, CA 94561 (707) 580 0440

Sent from Gmail Mobile

M X

Mail Delivery Subsystem to me 4 minutes ago Details

From:

Dani Archuleta <d.archuleta09@gmail.com>

Sent:

Thursday, July 07, 2016 9:59 AM

To:

Joshua McMurray

Subject:

Potential Storage Facility Neroly Rd

Mr. McMurray,

I am a resident of the Silverado Crest neighborhood living on Gold Run Dr.

I heard the city is thinking of building a 5 acre storage facility right across from our neighborhood and I am not OK with this. I moved into this neighborhood 4 years ago, specifically choosing it because of the quality of the neighborhood. It is bad enough rift raft comes into our neighborhood to steal mail and personal items from our yards, now the city wants to build a storage facility to make it even worse. Storage facilities are a place where petty thieves and tweakers store the things that they steal, and having the storage facilities right across from our neighborhood makes us easy targets. I DO NOT WANT THAT BY MY NEIGHBORHOOD! Please reconsider placing this here and look for other options.

Dani Archuleta 925-727-7220

Life is mostly froth and bubble: Two things stand like stone: Kindness in another's trouble, Courage in our own.

Adam L. Gordon

From:

Rita Martinez <fork9s@comcast.net>

Sent:

Wednesday, July 06, 2016 12:24 PM

To:

Joshua McMurray

Subject:

RE: Acorn Storage proposal

Follow Up Flag:

Follow up

Flag Status:

Flagged

Mr. McMurray,

I would appreciate an email very much. Thank you for responding.

Rita Martinez

Trust is a fragile thing. Easy to break, easy to lose, and one of the hardest things to ever get back.

From: Joshua McMurray [mailto:McMurray@ci.oakley.ca.us]

Sent: Wednesday, July 6, 2016 11:26 AM

To: Rita Martinez

Subject: RE: Acorn Storage proposal

Hi Rita,

The Notice you are referring to is for the release of the CEQA document (environmental review). The Public Hearing Board will be on the site soon and we anticipate the project being heard by the City Council at their August 9th, 2016 meeting. I can let you know when we notice the project and send you an e-mail if you would like?

Thank You,

### Ioshua McMurray



PLANNING MANAGER
3231 MAIN STREET
OAKLEY, CA 94561
PHONE 925-625-7004
mcmurray@ci.oakley.ca.us

Business Hours: Monday - Thursday 8:00am - 6:00pm and Friday 8:00am - 5:00pm. City Offices are closed the 1st and 3rd Fridays of each month.







From: Rita Martinez [mailto:fork9s@comcast.net]

Sent: Tuesday, July 05, 2016 4:55 PM

To: Joshua McMurray

Subject: Acorn Storage proposal

Mr. McMurray,

I have just become aware of a proposed storage facility that requires a zoning change at the entrance to our neighborhood. Your sign near the entrance to Silverado Crest is on the ground, broken off and where no one will notice it. That seems a bit suspicious to me.

At any rate, I am opposed to putting commercial right next to our neighborhood. I am unhappy that I did not received a notice of any sort. Only through a neighbor that saw something on the ground on a walk, did I become aware of this proposal.

I'm sure you will be hearing from many regarding this quiet, almost secretive undertaking. With all the land in Oakley, commercial belongs with commercial, not next to one of the best neighborhoods in the city.

Rita Martinez Silverado Drive

Trust is a fragile thing. Easy to break, easy to lose, and one of the hardest things to ever get back.

From:

Lorraine <a href="mailto:lmrememberwhen@gmail.com">lmrememberwhen@gmail.com</a>

Sent:

Sunday, July 03, 2016 9:32 PM

To:

Joshua McMurray

Subject:

Proposed Acorn Storage.

My husband and I were walking along Neroly and found this letter sized notice about the proposed storage at 4275 Neroly. BAD LOCATION!!

Why does building a commercial facility which would increase traffic, and LOWER property values of the nicest residential development in Oakley make sense? This is a residential corridor, and the mini reference indicates this as well. Stop this madness! There are better places for a storage facility, that don't impact the quality of life or safety.

Lorraine and Roy Maxson Sent from my iPad

From:

Matt Pierce <windpig2@yahoo.com>

Sent:

Tuesday, July 12, 2016 3:48 PM

To: Subject: Joshua McMurray Acorn self storage

Joshua,

My name is Matt Pierce and I am a resident on Gold Run Dr. which parallels Neroly. I just found out about the planned building of a storage facility on Neroly near the Placer Dr. intersection. This facility will bring more traffic on Neroly as well as Placer. It will bring increased noise and possibly increased crime. The Silverado Crest neighborhood is one of the nicest in Oakley. They are all custom homes on large lots. It would be shameful to degrade this neighborhood. There are already 4 storage facilities in Oakley with plenty of already zoned commercial property at Bridgehead Rd. I do not want my property value to decrease which it will with a storage facility located across the street from my house.

Matt Pierce windpig2@yahoo.com

July 18, 2016

Joshua McMurray Planning Manager City of Oakley Planning Division 3231 Main St Oakley Ca 94561

Dear Mr. McMurray,

I am writing to express my concerns as it relates to the proposed Acorn Storage Facility on Neroly Road.

Let me preface by saying I understand the city needs business revenue In order for us to prosper and offer services and amenities to our community. As a home owner and member of our community I wholeheartedly agree with the concept of bringing business revenue into our city. My concerns relate to the proposed location of the project.

As a home owner in the neighborhood of proposed location, I find this location unsuitable for this type of business. There are many locations within the city where establishing a storage facility would be more appropriate and still generate revenue. Some of my many concerns are increased traffic, increased crime, and increased dumping of unwanted items not to mention the added noise associated with having a business in a residential area. Then there is the pipeline, how safe is it to place heavy storage pods or have trucks repeatedly driving over the pipeline? We know the pipeline is relatively close to the surface. There are also property values to consider, and I feel this would lead to a decrease in our property values which would also lead to less income and taxes for the city. As a homeowner I gladly pay taxes in order to improve the city and the quality of life for all residents, not just residents in Silverado Crest.

Many home owners were not notified by the city of this situation due the 500 feet notification guidelines, and are just now learning of this. This project affects many families not just homes within 500 feet. I implore you to reconsider this location and at a minimum to extend any decision making beyond August 9th so this matter can be studied and addressed by the surrounding neighborhoods and the residents of Oakley. I, like you, want what is best for Oakley. One of our hash tags is Oakley is for families. I would hope that to mean in order to sustain the quality of life our families have, that we keep industrial projects and residential projects in their own zoned areas. Both benefit the city, add value and are important, but we must consider the negative impact of adding industrial projects into residential communities.

Thank you for your time and I look forward to seeing you on August 9th.

Sincerely,

Debbie Flores 4495 Lariat Lane Oakley, Ca 94561

From:

RL MARTI <RMTZ8@outlook.com>

Sent:

Monday, July 18, 2016 5:26 PM

To:

Joshua McMurray

Subject:

Acorn site

I am very disappointed with the city of Oakley approval of the project on Neroly Rd. Once again the city of Oakley is more concerned with special interests

then the people they represent. While you met the minimum requirements by notifying the people with 500 feet of the project you did nothing to notify the rest of the neighbor hood that will be impacted as well that is unacceptable. Consider this, I will never vote for any member that is now on the council or planning commission I will not support any tax measurements you put forward and I will take my business outside of Oakley. While this may seem extreme your actions on this matter warrant such measures.

Respectfully

A tax paying/voting citizen.

City of Oakley

Attn: Joshua McMurray

We are 15 year residents of the Silverado Crest housing development off of Neroly Road. We bought and built our home (in what we considered to be a quiet neighborhood) and are very discouraged to hear that a storage facility is under way to be built just across Neroly (right in our backyard). The Neroly Ranchos and surrounding neighborhoods are some of the nicest homes in Oakley and now the city is trying to help decrease our property values. Not only were our neighborhoods on the "Oakley Orphans" list, which also helped decrease our property values, but now there are plans to build an eye sore of a building right in our backyard. It is our understanding that we have plenty of storage units in this town or in the neighboring cities of Brentwood and Antioch. If we need storage, please find a more suitable area to build.

Open space is becoming more difficult to find in this town and one of the reasons we built here was that it had such a small town, rural environment. Unfortunately, Oakley is going to end up like another Antioch or Brentwood if we continue to build out of control. Now that we don't have the Antioch Bridge traffic driving on Neroly, (since the bypass has a ramp now) it would be nice to keep the traffic to a minimum. Green space instead of an ugly storage facility (and yes, we have seen the plans - didn't hear about a meeting to approve the structure either) would be far more appreciated.

We are asking that you PLEASE reconsider the approval of rezoning this to a commercial facility. We ask that you take into consideration the number of people who have worked hard to build and maintain nice homes that have lived in the area for quite some time. This is a sought after neighborhood we live in. Unfortunately, if this storage facility or any other commercial building is built on five small acres next to the railroad tracks, these neighborhoods will be less desirable to live in. Please reconsider approving this rezoning and the building of this storage facility. We feel very strongly about this and hope you reconsider. Thank you for your time.

Mike and Susan Mills 4329 Gold Run Drive Oakley, CA 94561

(925) 625-7532

#### ATTENTION CITY OF OAKLEY - NOTICE OF PUBLIC HEARING -

#### JOSHUA McNURRAY

Subject: ACORN SELF-SELF-STORAGE PRELIMINARY GENERAL PLAN

#### AMENDMENT (A 06-15)

I attended the November 2015 meeting to express my concerns of traffic. There have been two fatalities on and near the proposed alternate entrance to the planned units (west end). This property located next to larger homes is not appropriate in this location. It will downgrade this area with a commercial operation located there. I also believe if the road was widened to accommodate turn lanes needed would further downgrade the area. The road should have been moved next to the railroad tracks (future Bart extensions) so housing could have been constructed as the General Plan indicates.

HOW MANY STYORAGE UNITS DOES OAKLEY NEED???

Howard Hobbs and Patricia Hobbs

4370 Neroly Road

Oakley Ca 94561

925-437-5759 or 437-5760



JUL 1 4 2016

CITY OF OAKLEY BUILDING INSPECTION DIV.